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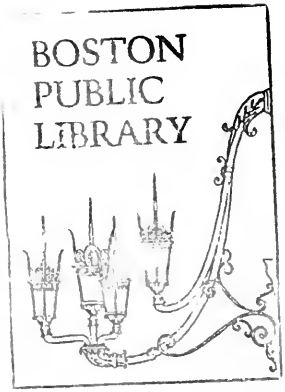
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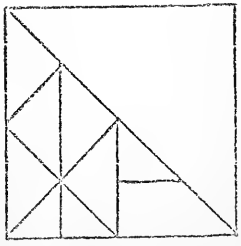
REVISED REDEVELOPMENT PLAN

WEST END LAND ASSEMBLY AND REDEVELOPMENT PROJECT

PROJECT NO. UR MASSACHUSETTS 2-3

BOSTON, MASSACHUSETTS

revised March 1957, May 1957, June 1959, as amended



9/9/71

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
RE: MINOR MODIFICATION OF WEST END LAND ASSEMBLY
AND REDEVELOPMENT PLAN PROJECT NO. UR MASS. 2-3

WHEREAS, the Land Assembly and Redevelopment Plan for the West End Project, No. UR Mass. 2-3, was adopted on May 2, 1957, and requires the development of land in compliance with the regulations and controls of the Plan; and

WHEREAS, Paragraph G of the said Plan, entitled "Changes in the Redevelopment Plan" provides that the Land Assembly and Redevelopment Plan may be modified by the Boston Redevelopment Authority; and

WHEREAS, Paragraph B, being entitled: "Planning Proposals" of said Land Assembly and Redevelopment Plan calls for the use of Parcel 2 in said project to be used for public use, the use of Parcel 1E to be multi-family residential, and the use of Parcel 1F to be multi-family residential.

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That Paragraph B3 (B) (1) (b) on Page 8 of the West End Land Assembly and Redevelopment Plan, as revised, be amended by deleting the words and designation "Parcel 2 - Public Use".

2. That Paragraph B3 (B) (1) (a) (v) on Page 8 of the West End Land Assembly and Redevelopment Plan, as revised, be amended by deleting the words and designation "Delivery Parcel 1E -- Multi-Family Residential".

3. That Paragraph B3 (B) (1) (a) (vi) on Page 8 of the West End Land Assembly and Redevelopment Plan, as revised, be amended by deleting the words and designation "Delivery Parcel 1F -- Multi-Family Residential".

4. That Paragraph B3 (B) (1) (a) of the West End Land Assembly and Redevelopment Plan, as revised, be modified by adding the following as (viii) of said paragraph and section: "Parcel 2-1E-1F -- multi-family residential with complimentary and accessory commercial uses".

5. That Section B3 (B) (2) (c) of the West End Land Assembly and Redevelopment Plan be and it is hereby modified by adding the following: "Parcel 2-1E-1F -- the sum of the floor area of areas which is defined as the area included within exterior walls, excluding basements and underground garages, shall not exceed 350% of the area of the parcel".

6. That the proposed modifications are found to be minor and do not substantially or materially alter or change the Plan.

7. That all other provisions of said Plan not inconsistent herewith be and are continued in full force and effect.

8. That the Director be and hereby is authorized to proclaim by certificate these minor modifications of the Plan, all in accordance with the provisions of the Urban Renewal Handbook, RHM 7207.1, Circular dated June 3, 1970 (on a Proclaimer Certificate in substantially the form as attached to this Resolution), and to petition the Zoning Commission, in the name and behalf of the Authority, to effectuate the development on Parcel 2-1E-1F as voted by the Authority on February 25, 1971

REVISED REDEVELOPMENT PLAN

WEST END LAND ASSEMBLY AND REDEVELOPMENT PROJECT

PROJECT NO. UR MASSACHUSETTS 2-3

BOSTON, MASSACHUSETTS

Revised: June 1959

PREFACE

The Revised Redevelopment Plan for the West End Land Assembly and Redevelopment Project, UR Massachusetts 2-3, consists of the text following on page 1 through page 19 inclusive, which includes the following Maps, designated as:

Map No. 1	Project Area Plan (Map)
Map No. 2	Right-of-Way Adjustment Plan (Map)
Map No. 5	Land Disposition Plan (Map)

SUPPORTING DRAWINGS

Map No. 3	Proposed Zoning Plan (Map)
Map No. 4a	Sanitary Sewer Plan (Map)
Map No. 4b	Storm Drainage Plan (Map)
Map No. 4c	Water Supply and Fire Hydrant Plan (Map)
Map No. 4d	Road and Easements Plan (Map)
Map No. 4e-1	Private Utilities Adjustment Plan, Gas (Map)
Map No. 4e-2	Private Utilities Adjustment Plan, Telephone and Electrical (Map)
Map No. 4f	Major Grading Plan (Map)

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A. PROJECT LOCATION:

The West End Land Assembly and Redevelopment Project Area, herein-after called the "Project Area", is located in the downtown section of Boston in the County of Suffolk and is bounded as follows:

The project boundary, with the exceptions noted hereinafter, starts at the center point of the junction of Allen Street and Charles Street and running in a northeasterly direction along the center line of Charles Street to a point opposite the northeasterly side lot line of the property now or formerly numbered 395 Charles Street;

thence turning in a southeasterly direction along said side lot line extended to a point which is the northeasterly corner of previously described parcel at 395 Charles Street and the right-of-way line of Charles Street;

thence continuing in a straight line in a southeasterly direction along said side lot line of previously described 395 Charles Street a distance of sixty-one and six one-hundredths (61.06') feet to a point;

thence turning in a northeasterly direction along the southeasterly side lot line of that parcel of land now or formerly numbered 401 Charles Street a distance of eighty and forty-eight hundredths (80.48') feet to a point on the southerly boundary of Charles Street;

thence turning in an easterly direction along the southerly boundary of Charles Street and running a distance of forty-four and eighteen hundredths (44.18') feet across the passageway and along the lot line of that parcel now or formerly numbered 64 Auburn Street to a point which is the point of curvature of an arc that comprises the lot line of 64 Auburn Street;

thence turning in a N89°-33'-29"E direction crossing Auburn Street for a distance of fifty-one and sixty-five hundredths (51.65') feet to a point near the northeasterly side of Auburn Street;

thence turning in a N86°-31'-53"E direction crossing Leverett Street for a distance of ninety-three and forty-six hundredths (93.46') feet to a point on the northeasterly side of Leverett Street;

thence turning in a S82°-12'-03"E direction and running a distance of eighty-five and four hundredths (85.04') feet to a point in the northwesterly side of Brighton Street;

thence turning in a S71°-31'-19"E direction and running a distance of nineteen and thirty-eight hundredths (19.38') feet to a point near the center of Brighton Street;

thence turning in a S54°-56'-47"E direction and running a distance of thirty and ninety-eight hundredths (30.98') feet to a point;

thence turning in a N35°-03'-13"E direction and running a distance of nine and twenty-two hundredths (9.22') feet to a point;

thence turning in a S71 -31'-19"E direction and running a distance of fifty-three and one hundredths (53.01') feet to a point on the northwesterly corner of the rear lot line of that parcel of land now or formerly numbered 19 Barton Street;

thence turning in a S76°-23'49"E direction a distance of fifteen and ninety-seven hundredths (15.97') feet more or less along the side lot line of 19 Barton Street;

thence turning in a N47°-48'-37"E direction a distance of nine and fifteen hundredths (9.15') feet more or less to a point on the side lot line of 19 Barton Street;

thence turning in a S42°-23'-26"E direction a distance of thirteen and fifty-three hundredths (13.53') feet on the side lot line of 19 Barton Street;

thence turning in a S76°-23'-49"E direction a distance of thirty-six and eighty-four hundredths (36.84') feet to a point where the northeasterly side lot line of 19 Barton Street intersects the right-of-way of the northwesterly side of Barton Street;

thence crossing Barton Street in a S77°-07'-13"E direction a distance of thirty-nine and eighteen hundredths (39.18') feet to a point on the southeasterly side of Barton Street;

thence turning in a S48° -08'-25" W direction a distance of three and thirty-three hundredths (3.33') feet along the northeasterly side lot line of the lot now or formerly numbered 16 Barton Street to a point;

thence turning in a S42° -42'-41" E direction and running a distance of twelve and thirty-two hundredths (12.32') feet to a point;

thence turning in a N47° -33'-13" E direction and running a distance of eleven and thirty-five hundredths (11.35') feet to a point;

thence turning in a S75° -44'-56" E direction and running a distance of fifty-three and five hundredths (53.05') feet to a point;

thence turning in a S73° -19'-25" E direction a distance of sixty-six and seventy-five hundredths (66.75') feet to a point on the northwesterly right-of-way of Willard Street;

thence in a N47° -48'-33" E direction along the northwesterly right-of-way of Willard Street a distance of thirty-two and nine tenths (32.9') feet to a point on the center line of the Surface Road Connection that links the Leverett Street Traffic Circle with Nashua Street;

thence following the center line of the previously described Surface Road Connection in a southeasterly direction to a point which is the intersection of the center lines of the previously described Surface Road Connection and Lowell Street;

thence running in a southeasterly direction along the center line of Lowell Street to a point in Lowell Square which is the intersection of the center lines of Lowell Street and Staniford Street;

thence turning and running in a southwesterly direction along the center line of Staniford Street to a point which is the intersection of the center lines of Staniford Street and Green Street;

thence turning and running in a southeasterly direction along the center line of Green Street to a point which is the intersection of the center lines of Green Street and Staniford Street;

thence turning and running in a southerly direction along the center line of Staniford Street to a point which is the intersection of the center lines of Staniford Street and Cambirdge Street;

thence turning and running in a westerly direction along the center line of Cambirdge Street to a point which is the intersection of the center lines of Cambridge and Blossom Streets;

thence turning and running in a northerly direction along the center line of Blossom Street to a point which is the intersection of the center lines of Blossom Street and Allen Street;

thence turning and running in a northwesterly direction along the center line of Allen Street to a point being the point beginning at the center point of said Allen Street and Charles Street;

EXCEPTIONS:

The following four parcels are specifically excluded from the Project Area although included within the boundary line described on the foregoing pages.

a. A certain parcel of land with schoolhouse buildings thereon situated in Boston, Suffolk County, Massachusetts, and now known as 33 Blossom Street, being shown on a plan by C. L. Patterson, C. E., dated September 15, 1914 and on file with the Boston School Buildings Department, bounded and described as follows;

NORTHERLY by Blossom Street 166.31 feet;
EASTERLY by land now or formerly of the Roman Catholic Archbishop of Boston 84.75 feet;
SOUTHEASTERLY by land now or formerly of said Roman Catholic Archbishop of Boston and Harry F. Hunter et al 26.77 feet;
SOUTHWESTERLY by McLean Court 14.78 feet;
SOUTHEASTERLY by McLean Court 135.67 feet;
SOUTHWESTERLY by land now or formerly of Nathan Baer et al 31.00 feet;
SOUTHERLY by land of said Nathan Baer et al 23.05 feet;
EASTERLY by land of said Nathan Baer et al 1.0 feet;

SOUTHERLY by land of said Nathan Baer et al 17.81 feet;
WESTERLY by Eaton Street 6.50 feet;
SOUTHERLY by North Russell Street 35.96 feet;
WESTERLY by eight lots of land of various ownership 223.46 feet;

containing 33,289 square feet of land more or less according to said plan; with the exception of a strip of land on Blossom Street bounded as follows:

NORTHERLY by Blossom Street 166.31 feet;
EASTERLY by land now or formerly of Roman Catholic Archbishop of Boston 40 feet more or less;
SOUTHERLY by remaining portion of above identified parcel numbered 33 Blossom Street 166.31 feet more or less;
WESTERLY by land now or formerly of Cristo Nasti and City of Boston 40 feet more or less to the point of beginning;

which is to be taken for the widening of Blossom Street.

b. A certain parcel of land with the buildings thereon situated in Boston, County of Suffolk, Massachusetts, now known as 131 Cambridge Street being recorded in Suffolk Registry of Deeds in Book 2028, page 44 and modified by a street widening recorded in Book 4607 page 321 and further identified on assessors' maps of Boston described and bounded as follows:

EASTERLY by land now or formerly of Rose Kanter 82.58 feet;
SOUTHERLY by land now or formerly of Samuel Israel 13.69 feet;
EASTERLY by land of said Samuel Israel 1.57 feet;
SOUTHERLY by land now or formerly of the Pope Company 152.94 feet;
WESTERLY by Cambridge Street 87.27 feet;
NORTHERLY by Lynde Street 160.82 feet;

containing, according to said plan, 14,680 feet;

c. A certain parcel of land with the buildings thereon now numbered 141 Cambridge Street, situated in Boston, Suffolk County, Massachusetts, being shown on a plan made by William S. Crocker, C. E., and dated October 31, 1936, recorded with Suffolk Land Court as case number 17175, bounded and described as follows:

EASTERLY by land now or formerly of Nicholas M. Carchia et al 36.89 feet to a point;
thence turning an angle and running along said land of said Nicholas M. Carchia 43.85 feet;
SOUTHERLY by Lynde Street, 133.82 feet;
WESTERLY by Cambridge Street 73.40 feet;
NORTHERLY by land now or formerly of Kathrine Powers, Bertha Ross, Cyrus Sargeant et al, and Margaret Sowa, 68.63 feet;
WESTERLY by land of said Margaret Sowa 0.61 feet;
NORTHERLY by land now or formerly of Marks Mittenthal 19.08 feet;
EASTERLY by land of said Marks Mittenthal 0.45 feet;
NORTHERLY by land of said Marks Mittenthal 2.25 feet;
WESTERLY by land of said Marks Mittenthal 0.95 feet;
NORTHERLY by land of George Holden Tinkham et al and a passageway 44.91 feet;

containing, according to said plan, 10,348 square feet of land.

d. A certain parcel of land with the buildings thereon, situated in Boston, County of Suffolk, Massachusetts, now known and numbered as 66 Chambers Street and 8 Allen Street, being recorded in Suffolk Registry of Deeds with Book 818, page 69; Book 880, page 85; and Book 2385, page 157; further identified on assessors' maps of Boston, described and bounded as follows:

SOUTHEASTERLY by Allen Street 163.70 feet;
SOUTHERLY by Chambers Street 75.85 feet;

NORTHWESTERLY by McLean Street 208.10 feet;
NORTHEASTERLY by land now or formerly of the Roman Catholic Archbishop of Boston 84 00 feet;

containing, according to said plan, 13,099 square feet, more or less, and with the benefit of and subject to party wall agreements, if any, and insofar as they are now in force and applicable.

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MODIFICATIONS
TO

West End Land Assembly and Redevelopment Plan
revised March, 1957, May, 1957 and June, 1959

Adopted at Meeting of 6/20/62

Paragraph B3(A)(6) on page 6 of the West End Land Assembly and Redevelopment Plan is amended by adding at the end of said paragraph the following: a cooling tower pit to be used in conjunction with the air conditioning system for the buildings on Parcel 1-A may extend into the easement area for the public foot-path for a distance not to exceed five feet;

B. PLANNING PROPOSALS

1. Execution of the Redevelopment Plan

The Boston Redevelopment Authority, herein called the "Authority" will acquire by purchase, eminent domain or otherwise, all property in the above described Project Area except those specifically excluded and will demolish, remove, relocate or otherwise dispose of all buildings and structures thereon, will rough-grade the land as illustrated on the Major Grading and Site Improvements Plan (Map), No. 4F, will sell or lease for private and public development all land in the Project Area not needed for street and highway purposes, and will dedicate or otherwise transfer to public authorities all land needed for street or highway purposes.

2. Proposed Land Use.

Land in the Project Area shall be devoted to multi-family residential use, commercial use, public and semi-public use, institutional use, public streets and highways, and to commercial uses which are complementary and accessory to multi-family residential use, in accordance with the land use designations hereinafter provided for each parcel as identified on Drawing No. 5 Land Disposition Plan. Between the time of clearance of any portion of land and sale or lease to a redeveloper, the portion of land may be used for interim parking.

This Plan contains accepted standards with respect to land coverage, building bulk, building setbacks, land use density, the provision of schools and playgrounds, and the requirements for all-street parking and loading.

3. Regulation and Controls to be Applied.

Building controls are intended to operate as a system of interacting restrictions, each being a complement and a check to every other, with a flexibility permitting wide latitude in design.

(A) Land Disposition

(1) All land in the Project Area not needed for streets or highway purposes shall be sold or leased for private, semi-public and public development for use in accordance with this Plan.

(2) All land needed for street or highway purposes shall be dedicated or otherwise transferred by the Authority to the City of Boston for such purposes only.

(3) Licenses in the public streets for the sewerage system, water distribution system, gas lines, steam lines, electric lines, telephone lines, and fire alarm and police signal systems necessary to implement this Plan shall be granted by the Authority.

(4) ~~It shall be the sole right of the developer to grant all easements for utilities through his property.~~

(5) All land designated herein for semi-public institutional uses shall be sold or leased to semi-public entities for their use for such purposes only.

(6) The developer is to purchase all the land of a delivery parcel including that portion of the "public foot path" contained with in a delivery parcel. The developer shall grant to the Authority an easement for the construction of the "public foot path" and an easement making the "public foot path" a right-of-way for pedestrian travel. The foot path will be dedicated for public uses and transferred by the Authority to the City of Boston for such purposes only.

(B) Restrictions on the Use of Project Land.

The following restrictions shall be binding and effective upon all purchasers of land, their heirs and assigns, in that section of Boston identified as the West End Land Assembly and Redevelopment Project Area and more particularly described in Part A of this Plan for a period of 50 years from the date of adoption of the Plan by the Boston City Council.

MODIFICATION #12
TO
West End Land Assembly and Redevelopment Plan
Revised March, 1957, May, 1957 and June, 1959

Adopted at Meeting of 4/5/60

Paragraph B 3 (B) (1) (a) on page 7 is amended by adding after (j) the following:

"(j-1) Parcel 11 - Public use - Project Area Plan and Land Disposition Plan are hereby modified to include the above."

Said restrictions shall be automatically extended for successive ten (10) year periods unless terminated by a vote of a majority of the owners with the approval of the Boston City Council.

(1) Land Use: Land in the Project Area shall be used for multi-family residential use, commercial use, commercial uses which are complementary and accessory to multi-family residential use, public and semi-public use, institutional use, public streets and highways as follows:

(a) Parcel 1 - Multi-family and commercial - to be delivered to developers in 7 parcels, delivery schedule to be determined by mutual agreement between the Authority and the developers and incorporated in contract of sale. Parcel 1 shall be subdivided into the following "Delivery Parcels" for use as follows:

(i) Delivery Parcel 1A – multi-family residential
(ii) Delivery Parcel 1B – multi-family residential
(iii) Delivery Parcel 1C – commercial, complimentary and accessory to multi-family residential.
(iv) Delivery Parcel 1D – multi-family residential; delivery Parcel 1D1 school use alternate multi-family residential use.
(v) Delivery Parcel 1E – multi-family residential
(vi) Delivery Parcel 1F – multi-family residential
(vii) Delivery Parcil 1G – commercial

(b) Parcel 2 – Public use
(c) Parcel 3 – Institutional use
(d) Parcel 4 – Semi-public use
(e) Parcel 5 – Semi-public use
(f) Parcel 6 – Public use – alternate commercial use
(g) Parcel 7 – Semi-public use
(h) Parcel 8 – Public use
(i) Parcel 9 – Landscaped buffer zone
(j) Parcel 10 – Semi-public use – alternate multi-family residential use
(k) The Authority reserves the right to add up to an aggregate 40,000 square feet to the land area of Parcel 7, for the use specified for Parcel 7, out of any one or a combination of the three land areas now allocated to Delivery Parcel 1D, 1D1, and 1F at any time before six months before the disposition, by deed or lease, of any one of said delivery parcels.

(2) Residential Parcels

All areas designated for residential use are subject to restrictions (a) through (f) inclusive, which are listed below:

(a) Building setback and spacing between residential buildings.

The intent of these provisions is to assure adequate and healthful sunlight, light and air, as well as proper privacy, to all dwelling units within the Project Area in relation to each other and to other structures within and adjoining the Project Area.

Buildings containing dwellings shall be deemed to fulfill this requirement if they conform to the following general standards:

(i) Setback from other buildings on the same parcel

$$S1 = \frac{h}{3} + \frac{(L - 30)}{5}$$

(ii) Setback from center line of street or from parcel boundary:

$$S2 = \frac{h}{4} + \frac{(L - 30)}{5}$$

MODIFICATIONS TO
West End Land Assembly and Redevelopment Plan

Revised March, 1957, May, 1957 and June, 1959

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Adopted at Meeting of 5/2/62

Paragraph B 3 (B) (2) (d) on page 8 is amended by adding to said paragraph at the bottom of page 8 the following:

Cabanas to be used in conjunction with swimming pools on delivery Parcel 1 B may be located within said green strip, provided, however, that no part of said cabanas shall be within twenty-five feet of Charles Street .

Variation from these standards will be permitted if the developer demonstrates that the proposed building arrangement will provide a minimum of one hour of sunlight at an angle of more than 30 degrees to the windows of each habitable room on each of at least 200 days of the year and will not prevent a similar standard of sunlight for structures in conforming locations on adjoining parcels.

(b) Ground Coverage in Residential Parcels.

The maximum ground coverage of all buildings, including garages, if any, on each residential parcel of land shall not exceed 18% of the parcel area.

The parcel area used in computing ground coverage shall be the net area which includes the so-called public footpath running through the Project Area as delineated and identified on the Land Disposition Plan (Map), designated as Map No. 5 All of the area within the lot lines shall be included, i.e., for example, parking lots, drives, paths, play areas, landscaped areas, etc.

The area covered by a garage more than five (5) feet and less than two (2) stories in height above grade shall not be included in ground coverage, if 50% or more of the roof is landscaped.

(c) Floor Area Ratio – Residential Parcels.

The sum of the floor area or areas which is defined as the area included within exterior walls, excluding basements and underground garages, shall not exceed 225% of the area of the parcel

MODIFICATIONS
TO

West End Land Assembly and Redevelopment Plan
revised March, 1957, May, 1957 and June, 1959

Adopted at Meeting of 6/20/62

Paragraph B 3 (B) (2)(d) on page 8 of the West End Land Assembly and Redevelopment Plan is amended by adding to said paragraph the following: a cooling tower pit to be used in conjunction with the air conditioning system for the buildings on parcel 1-A may be located within the said green strip, provided, however, that no part of said cooling tower pit shall be within thirty-five feet of Charles Street.

(iii) No side yard shall be required but if used shall be determined by the formula:

$$S3 = 10 \text{ ft.} + \frac{(L - 30)}{5}$$

Where: h = height of taller building except in those cases in which no legally required windows are located on the walls of the lower building facing the taller one. In these cases, h is the height of the lower building.

L = longest dimension of building, except in Parcel IA, in which L – short dimension of building

S = setback of roof or cornice line

S1 from other building

S2 from center line of street or boundary

S3 sideyard measured in a line perpendicular to the face of the building.

In any case, all residential buildings shall be set back a minimum of ten (10) feet from right-of-way lines.

When a parcel boundary is not parallel to the building line, the required setback shall be defined as the average of the maximum and minimum distance between the building and property line. It shall not be less than 3/4 of the minimum distance.

Variation from these standards will be permitted if the developer demonstrates that the proposed building arrangement will provide a minimum of one hour of sunlight at an angle of more than 30 degrees to the windows of each habitable room on each of at least 200 days of the year and will not prevent a similar standard of sunlight for structures in conforming locations on adjoining parcels.

(b) Ground Coverage in Residential Parcels.

The maximum ground coverage of all buildings, including garages, if any, on each residential parcel of land shall not exceed 18% of the parcel area.

The parcel area used in computing ground coverage shall be the net area which includes the so-called public footpath running through the Project Area as delineated and identified on the Land Disposition Plan (Map), designated as Map No. 5 All of the area within the lot lines shall be included, i.e., for example, parking lots, drives, paths, play areas, landscaped areas, etc.

The area covered by a garage more than five (5) feet and less than two (2) stories in height above grade shall not be included in ground coverage, if 50% or more of the roof is landscaped.

(c) Floor Area Ratio – Residential Parcels.

The sum of the floor area or areas which is defined as the area included within exterior walls, excluding basements and underground garages, shall not exceed 225% of the area of the parcel.

(d) Usable Open Space.

(i) General Requirements

It shall be required that for each dwelling unit 100 square feet of usable open space must be provided.

The developer shall be required to provide a green strip 40 feet deep along Charles Street extending from the intersection of Allen and Charles Streets to the pedestrian overpass at the traffic circle on Charles Street. All areas not covered by paths, walks, planting boxes, shrubs, and trees shall be covered with six inches of loam, fertilized and sown with permanent grass seed.

At least six shade trees with a trunk of four inches caliber shall be provided for the green strip.

A minimum of 10% of the area of the green strip shall be covered by planting boxed and/or permanent shrubs.

At least two means of access to the green strip shall be provided for all residents of the Project Area.

(ii) Usable Open Space.

Defined as that part of the ground area which is devoted to outdoor recreational use or to landscaped areas. It excludes private roadways open to vehicular transportation, accessory offstreet parking space and accessory offstreet loading berths.

Usable open space must be structurally safe and adequately surfaced and protected. It must be accessible and available at least to all occupants of dwelling units for whose use this space is required.

Substitution of roof space of garages not over 2 stories high for required usable open space: Open space on the roof of garages not over 2 stories high may be substituted for part of the required usable open space and if so substituted each square foot of roof space shall be considered the equivalent of one square foot of usable open ground space, subject to the following conditions:

– such open space on the roof shall have a minimum dimension of 15 feet, measured from the inside of the parapet or railing or to the exterior of any wall or other obstruction projecting up above the roof level,

– such open space on the roof shall be free of all obstructions except for arbors, trellises, planting boxes, awnings and canopies, plumbing vents and recreational equipment,

– such open space on the roof shall be suitably surfaced and shall be protected by a high parapet, fence or other suitable safeguard.

(e) Landscaping.

(i) All areas not covered by plazas, structures, walks, driveways, parking lots and hard-surfaced play areas shall be covered with six inches of loam, fertilized and sown with permanent grass seed. The developer shall landscape the green areas appropriately with trees and shrubs.

(ii) Owners of property abutting on a public walkway shall be responsible for maintaining that portion of said easements which is in lawn and shrubbery and between their lot lines and the public sidewalks. Owners of the property shall also be responsible for installing and maintaining all lawn spaces between public sidewalks for curbs.

(iii) The developer may, without application, pave over easements for public utilities and/or install driveways, lawns, parking spaces, plazas, and play yards. In the event the developer desires to erect any structures or to plant any trees or shrubs over easements, he shall be required to apply for permission for the proper jurisdiction.

(f) Parking and Access Drives.

(i) Off-street parking and garage spaces shall be provided in the ratio of three spaces for each five dwelling units, with a minimum average of 300 square feet per parking space which includes maneuvering space. All parking areas and drives shall be paved with a water repellent bituminous surface or concrete and shall be properly drained.

(g) Design Standards for Parking Areas.

(i) Access drives to parking areas and garages shall be at least 18 feet but not more than 24 feet wide at sidewalk.

(ii) All off-street parking spaces which are assigned to or rented for tenant parking shall be within 300 feet of dwellings so assigned or rented. At least one space per ten dwelling units shall be in open lots and shall be available for the visitors of tenants. Distance in excess of 200 feet from parking area to building entrance shall be under cover.

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PART I
APPLICATION FOR LOAN AND GRANT
WEST END PROJECT
U R MASS 2-3

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- COMMERCIAL USE
- PUBLIC USE
- SEMI PUBLIC USE
- INSTITUTIONAL USE
- MULTI FAMILY RESIDENTIAL USE
- BUFFER ZONE
- PUBLIC RIGHT OF WAY

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PROJECT AREA PLAN

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CODE NO R-307 A
REVISED FINAL PROJECT REPORT
PART I
APPLICATION FOR LOAN AND GRANT
WEST END PROJECT
U R MASS 2-3

KEY

- EXISTING RIGHTS OF WAY TO BE ABANDONED
- EXISTING RIGHTS OF WAY TO REMAIN
- NEW RIGHTS OF WAY TO BE ESTABLISHED
- PROJECT BOUNDARY
- PROPERTY LINE
- PUBLIC FOOTPATH
- EXCLUDED PROPERTY

NOTE

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RIGHT OF WAY ADJUSTMENT PLAN

3409

2

CODE NO. R-307A
REVISED FINAL PROJECT REPORT
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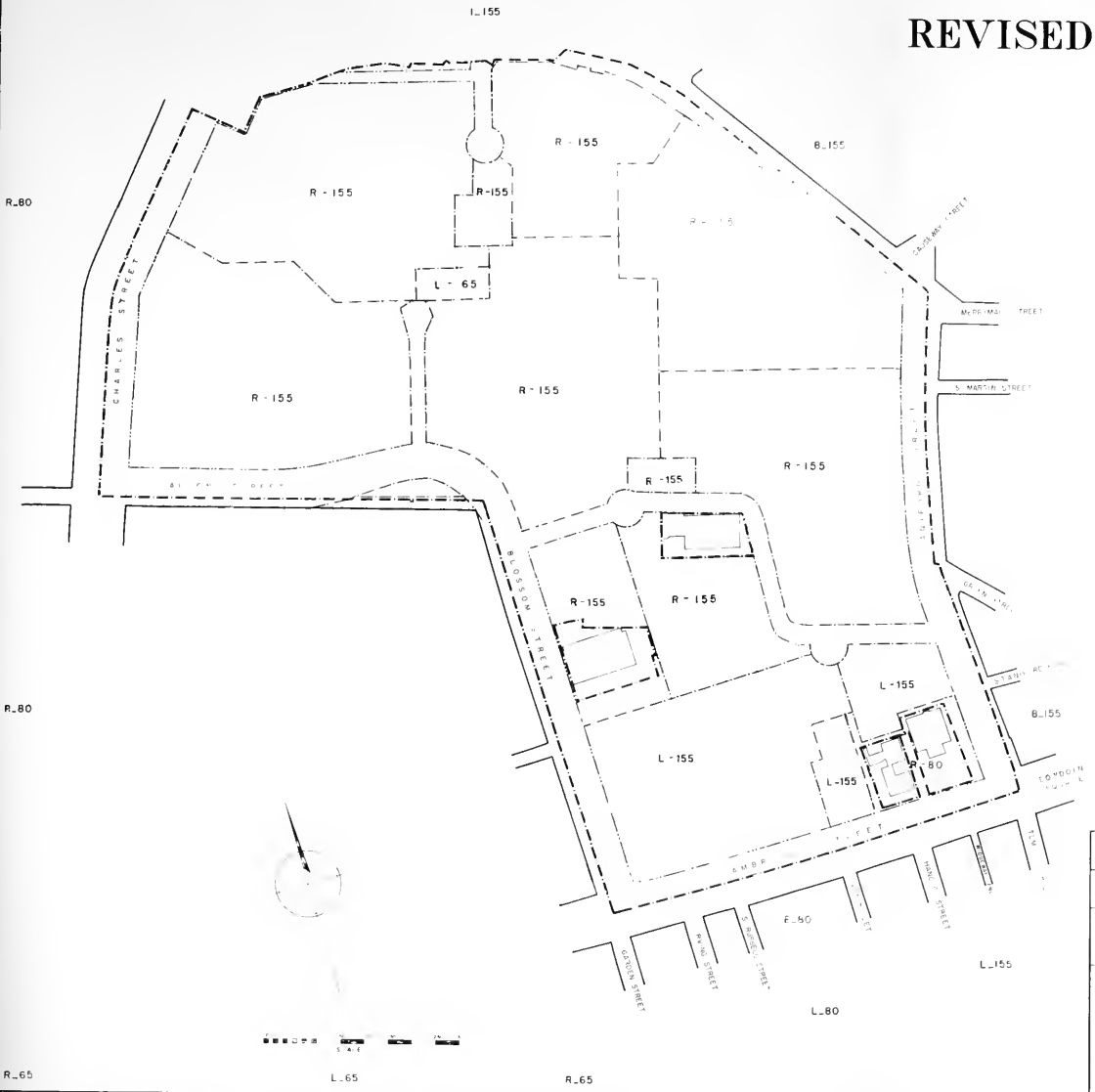
WEST END PROJECT
U R MASS 2-3



KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY

DISTRICT PROVISIONS					
USE DESIGNATION		GENERAL RESIDENCE	LOCAL BUSINESS	GENERAL BUSINESS	INDUSTRY
TYPICAL PERMITTED USES		APARTMENTS ROOMING HOUSES HOTELS	RETAIL THEATRES OFFICES	LIGHT INDUSTRY WAREHOUSES	RESTRICTED INDUSTRIAL USES
HEIGHT LIMITS	35'		L-35		
	65'	R-65	L-65		
	80'	R-80	L-80	B-80	
	155'	R-155	L-155	B-155	I-155

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PROPOSED ZONING PLAN

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3

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REVISED FINAL PROJECT REPORT
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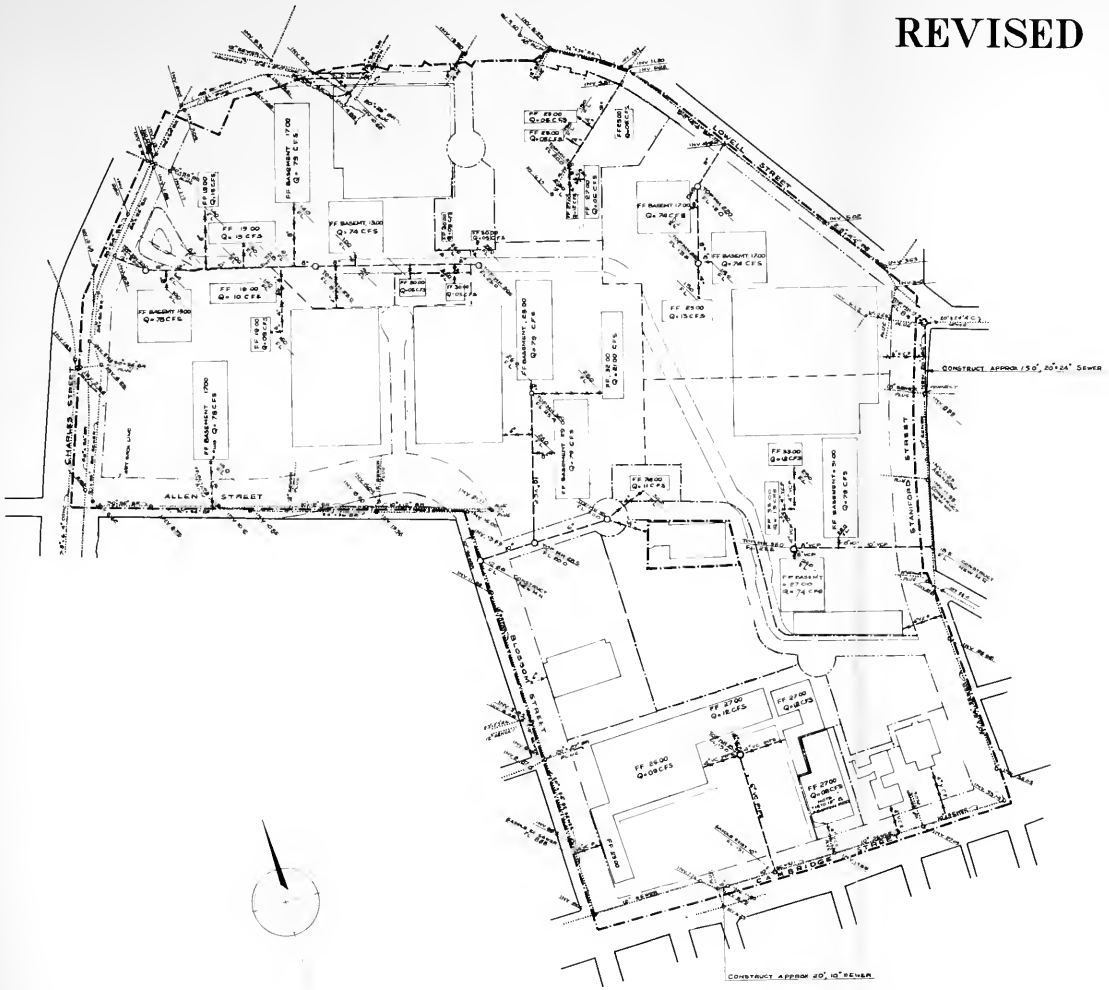
U R MASS 2-3



KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- EXISTING SANITARY SEWERS
- NEW SANITARY SEWERS (MAIN LINES)*
- o EXISTING MANHOLES.
- O NEW MANHOLES
- INV INVERT ELEVATION

* LATERALS FROM MAIN LINE TO BUILDINGS TO BE INSTALLED BY DEVELOPERS MAIN LINES INSTALLED BY AUTHORITY

NOTE - ALL UTILITIES ARE WITHIN PUBLIC EASEMENTS WITH THE EXCEPTION OF THOSE SHOWN ON LOWELL ST. FROM WILLARD TO HERBERT ST. STRUCTURAL CONDITIONS & MOVEMENT PERMITS ARE IMPOSED AT THESE POINTS. (WITHOUT THE EXISTENCE OF UTILITIES WITHIN THE PROJECT BOUNDARIES FOR THIS PROJECT ONLY)

SCALE

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SANITARY SEWERS PLAN

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WEST END PROJECT
U R MASS 2-3

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- EXISTING STORM DRAINS
- NEW STORM DRAINS *
- INV INVERT ELEVATION
- ○ EXISTING MANHOLES
- ⊘ NEW MANHOLES
- □ EXISTING / ■ NEW CATCH BASIN
- * LATERALS FROM MAIN LINE TO BUILDINGS TO BE INSTALLED BY DEVELOPERS MAIN LINES INSTALLED BY AUTHORITY.

NOTE: ALL STRUCTURES ARE WITHIN THE PROJECT BOUNDARY AS WITH THE EXCEPTION OF THOSE ALONG ON CHARLES ST. FROM BULFINCH ST. TO RIVER BANK ST. AS TO EXISTING CONDITIONS & PROPOSED PROGRAM. ON LOWELL ST. AT THESE POINTS, THOUGH THE PLACEMENT OF UTILITIES WITHIN THE PROJECT BOUNDARIES FOR THIS SECTION ONLY.

SCALE

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STORM DRAINAGE PLAN

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4B

CODE NO. R-321
REVISED FINAL PROJECT REPORT
PART I
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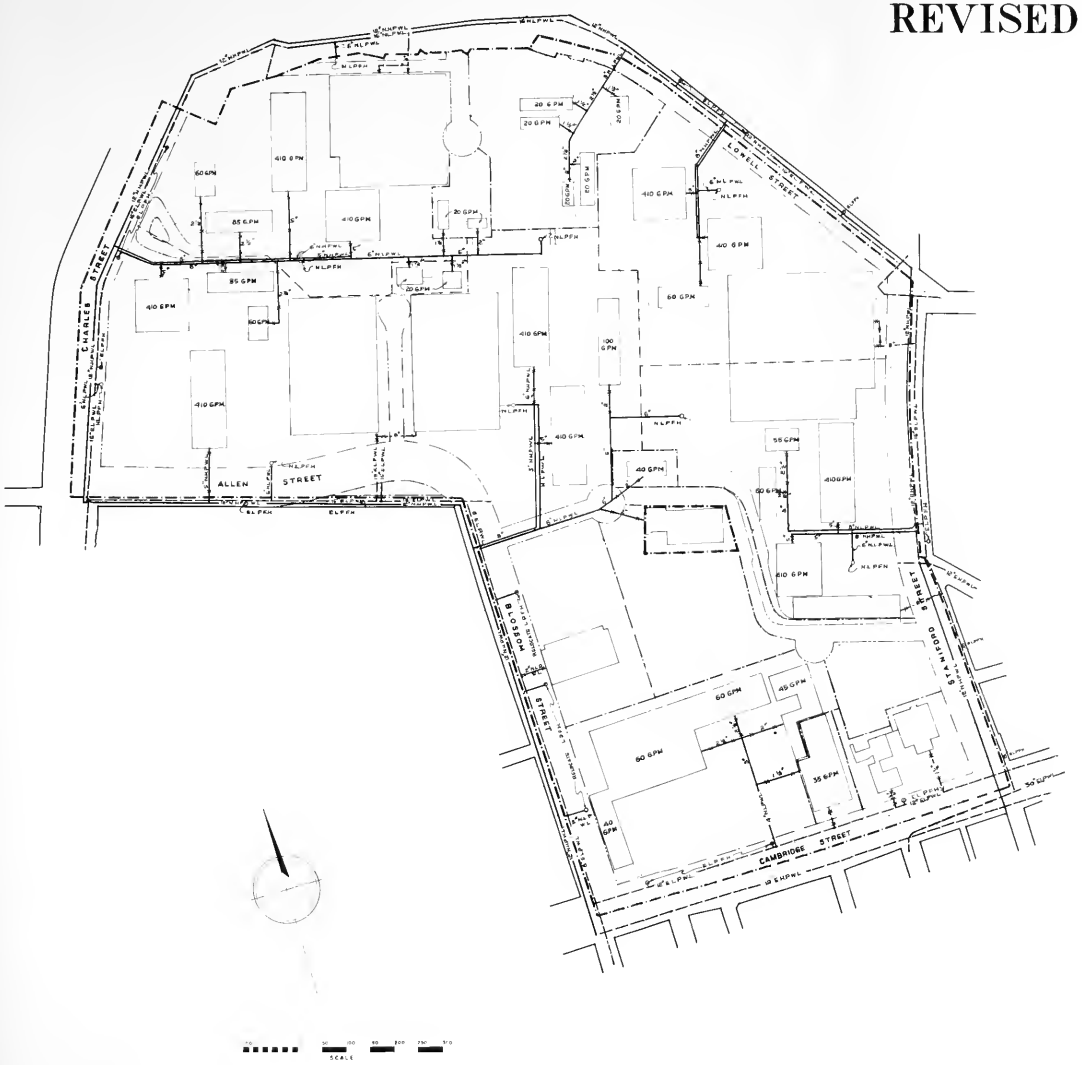
U R MASS 2-3



KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- ELPWL — EXISTING LOW SERVICE WATER LINE
- NLPWL — NEW LOW SERVICE WATER LINE *
- EHPWL — EXISTING HIGH SERVICE WATER LINE
- NHPWL — NEW HIGH SERVICE WATER LINE *
- GPM — GALLONS PER MINUTE
- ELPFH ⊙ EXISTING LOW PRESSURE FIRE HYDRANT
- NLPFH ○ NEW LOW PRESSURE FIRE HYDRANT
- NHPFH ● NEW HIGH PRESSURE FIRE HYDRANT
- *——*——* LATERALS FROM MAIN LINE TO BUILDINGS TO BE INSTALLED BY DEVELOPERS MAIN LINES INSTALLED BY AUTHORITY

NOTE — ALL UTILITIES ARE WITHIN THE PROJECT BOUNDARIES WITH THE EXCEPTION OF THOSE SHOWN ON SHEETS 42 FROM WILLARD TO BOWDOIN ST. = STRUCTURAL CONDITIONS OF DEVELOPMENT REQUIRES RELOCATION OF UTILITIES AT THESE POINTS. PERMIT THE INSTALLATION OF UTILITIES WITHIN THE PROJECT BOUNDARY FOR THIS PORTION ONLY.

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WATER SUPPLY & FIRE HYDRANT PLAN

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CODE NO. R-321
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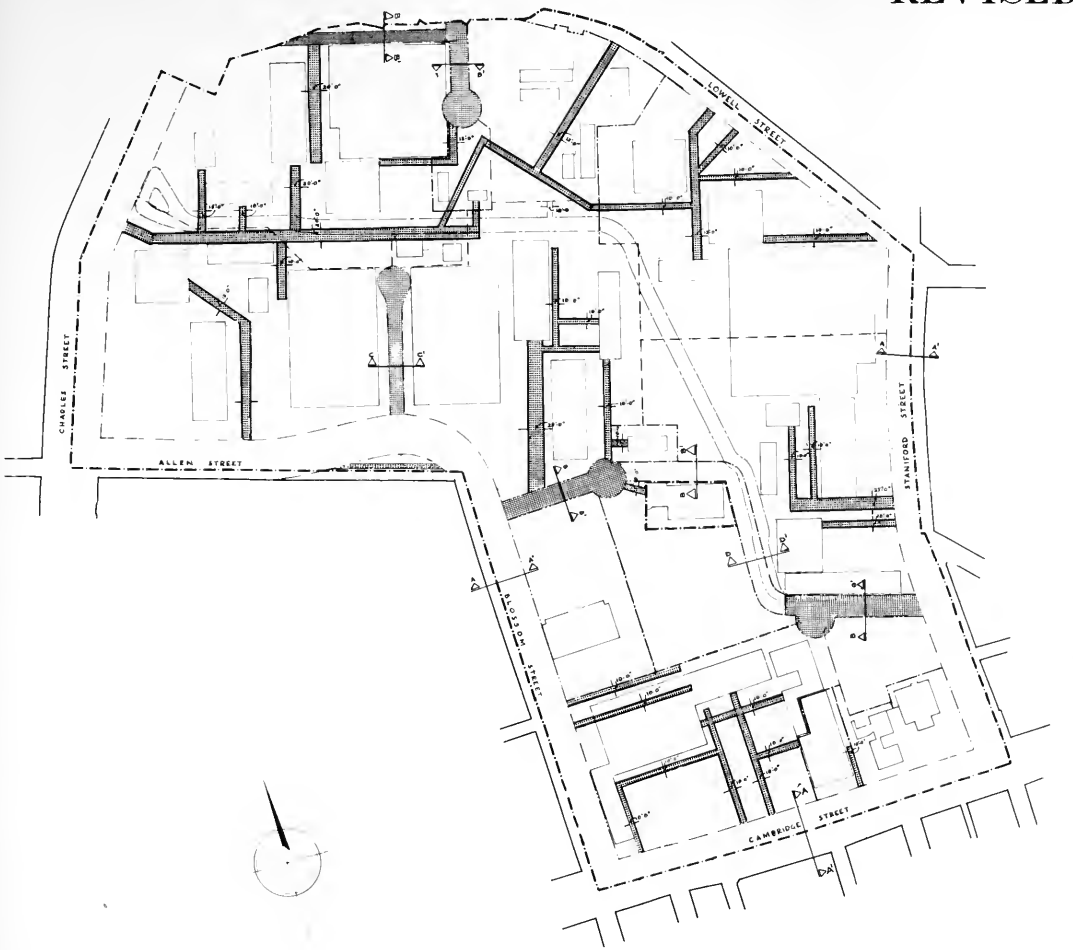
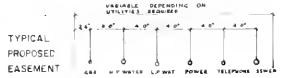
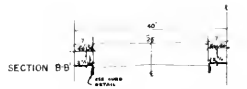
U R MASS 2-3

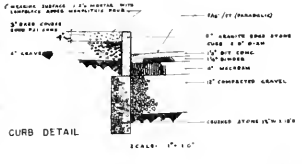


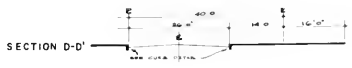
KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- PUBLIC & PRIVATE UTILITIES EASEMENT
- PUBLIC RIGHT OF WAY









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architects

ROADS & EASEMENTS PLAN

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4D

CODE NO. R-321
REVISED FINAL PROJECT REPORT
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APPLICATION FOR LOAN AND GRANT
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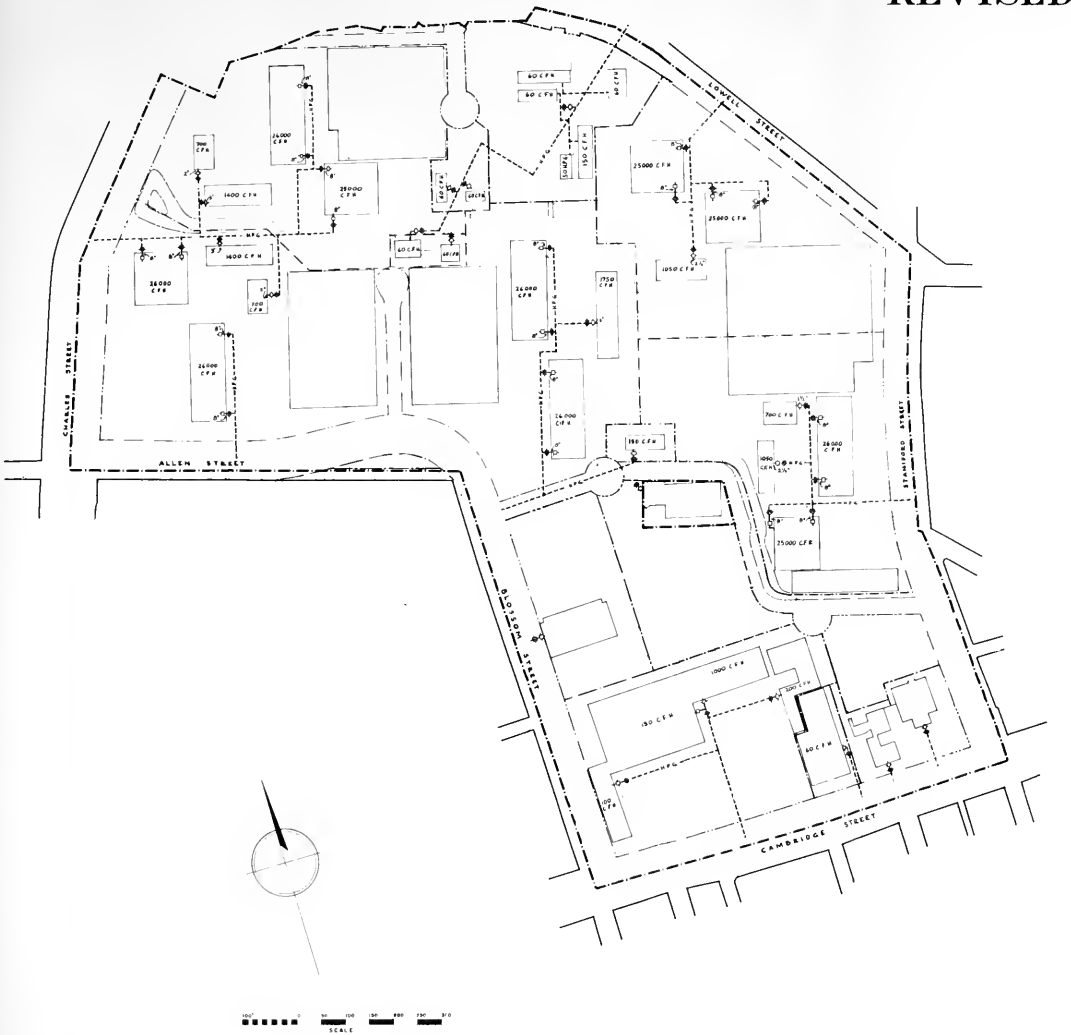

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- HIGH PRESSURE GAS
- METER IN BASEMENT
- PRESSURE REGULATOR VALVE IN PIT
- METER IN PIT

NOTES

1 GAS DELIVERED AT 8"WC FROM GAS PRESSURE REGULATOR VALVE, 5% / 100' DROP

2 HIGH PRESSURE GAS TO REGULATOR BY GAS CO.

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PRIVATE UTILITIES ADJUSTMENT PLAN (GAS)

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4E-I

CODE NO. R-321
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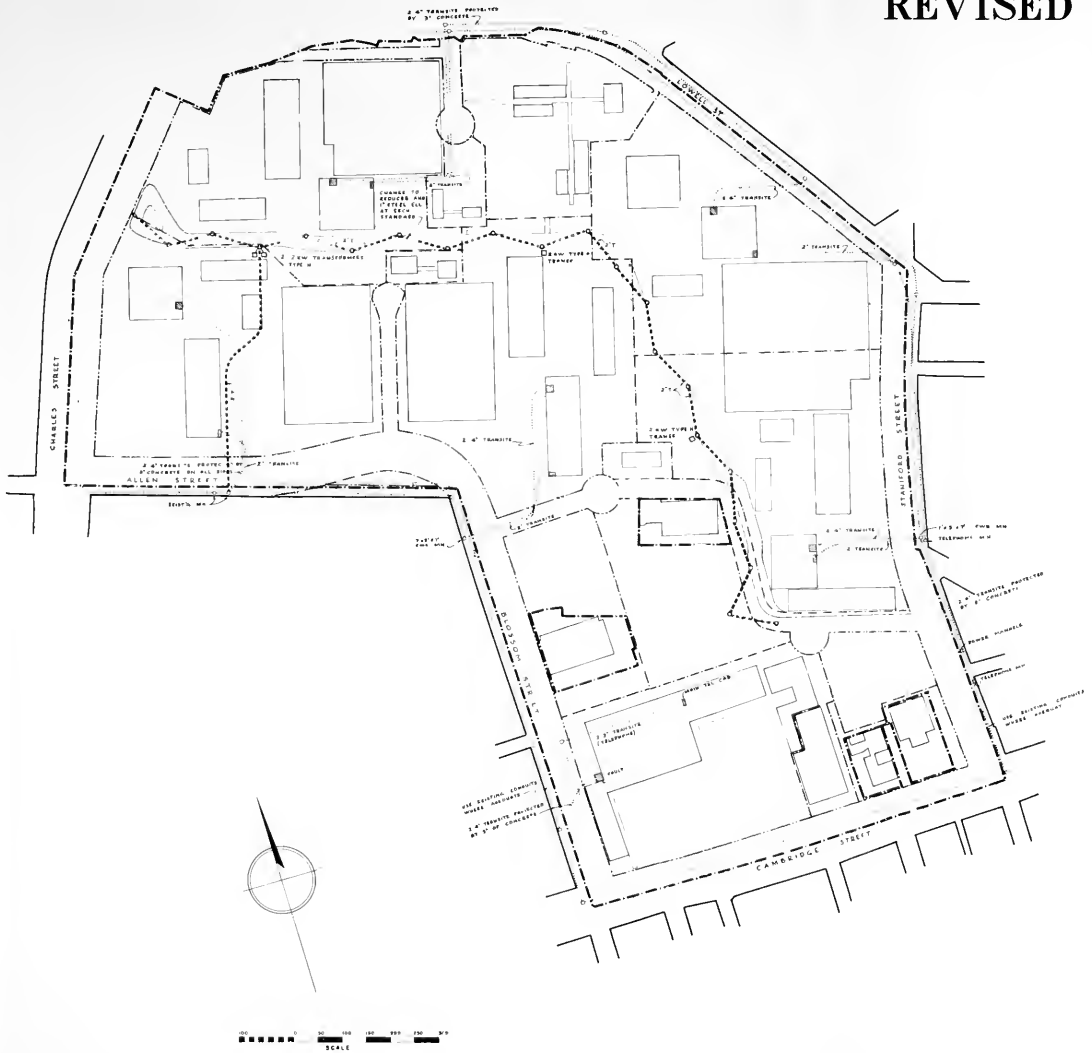

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- 2" & 4" TRANSITE
- 2" HEAVY "TRANSITE" OR "NOCRETE" CONDUIT

NOTES

1. PATH LIGHTING STANDARDS TO BE APPROX 12'-0" HIGH WITH PRISMATIC CLASSWARE ASSYMMETRIC DISTRIBUTION 300 WATT LAMP
2. INSTALL 2000 WATT TYPE H COMPLETELY ENCLOSED DRY TYPE TRANSFORMERS FOR 480 V PRIMARY 120 V SECONDARY FOR THE GROUPS OF 6 STANDARDS INSTALL IN CONCRETE PULL BOXES.
3. INSTALL 480 V WIRING IN 2" HEAVY "TRANSITE OR "NOCRETE" CONDUIT 24" BELOW TOP OF WALK
4. PROVIDE RAINTIGHT TIME SWITCH & RELAY TO CONTROL 480 V PRIMARY.

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PRIVATE UTILITIES ADJUSTMENT PLAN TELEPHONE & ELECTRICAL

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4E-2

CODE NO. R-321
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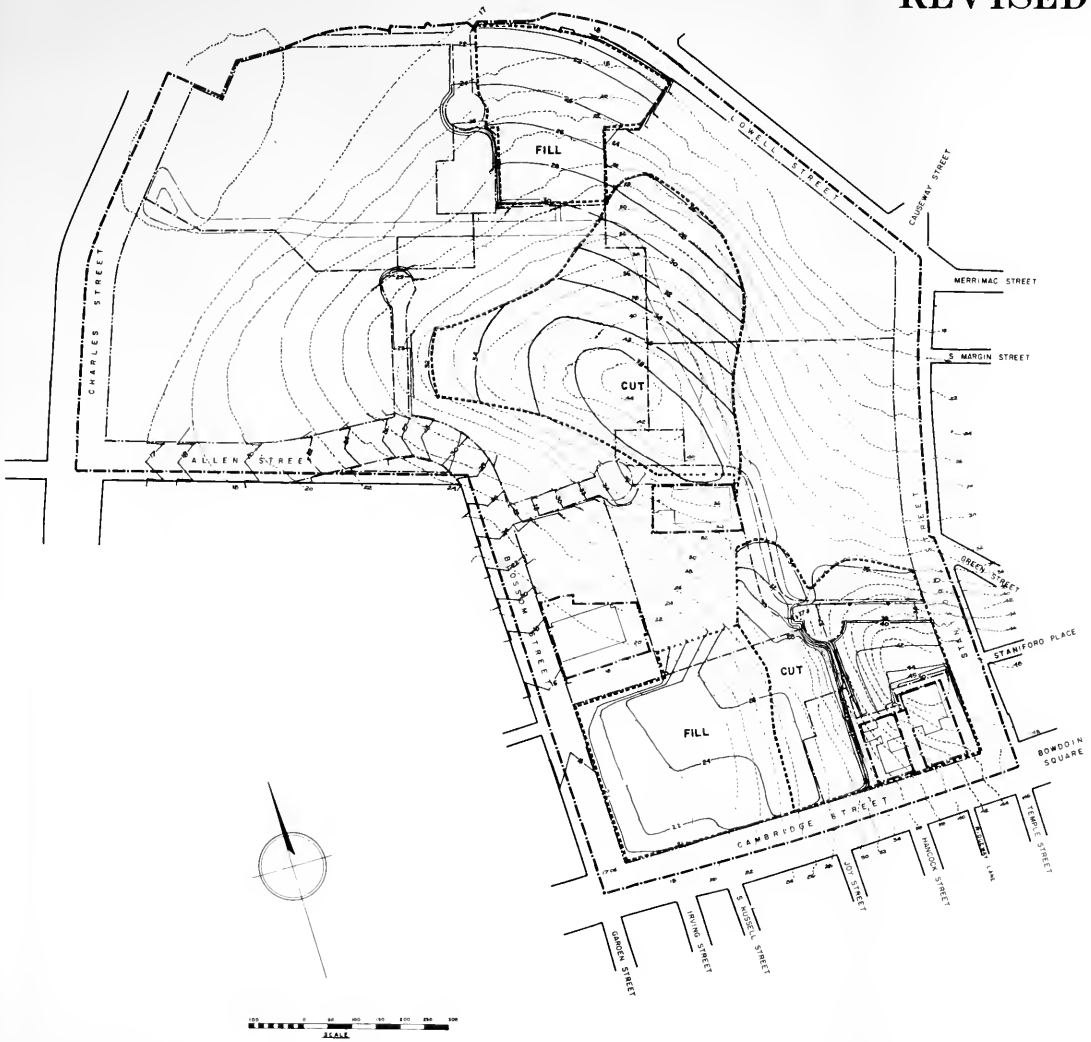

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- LIMITS OF MAJOR CUT & FILL AREAS

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MAJOR GRADING PLAN

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CODE NO. R-307A
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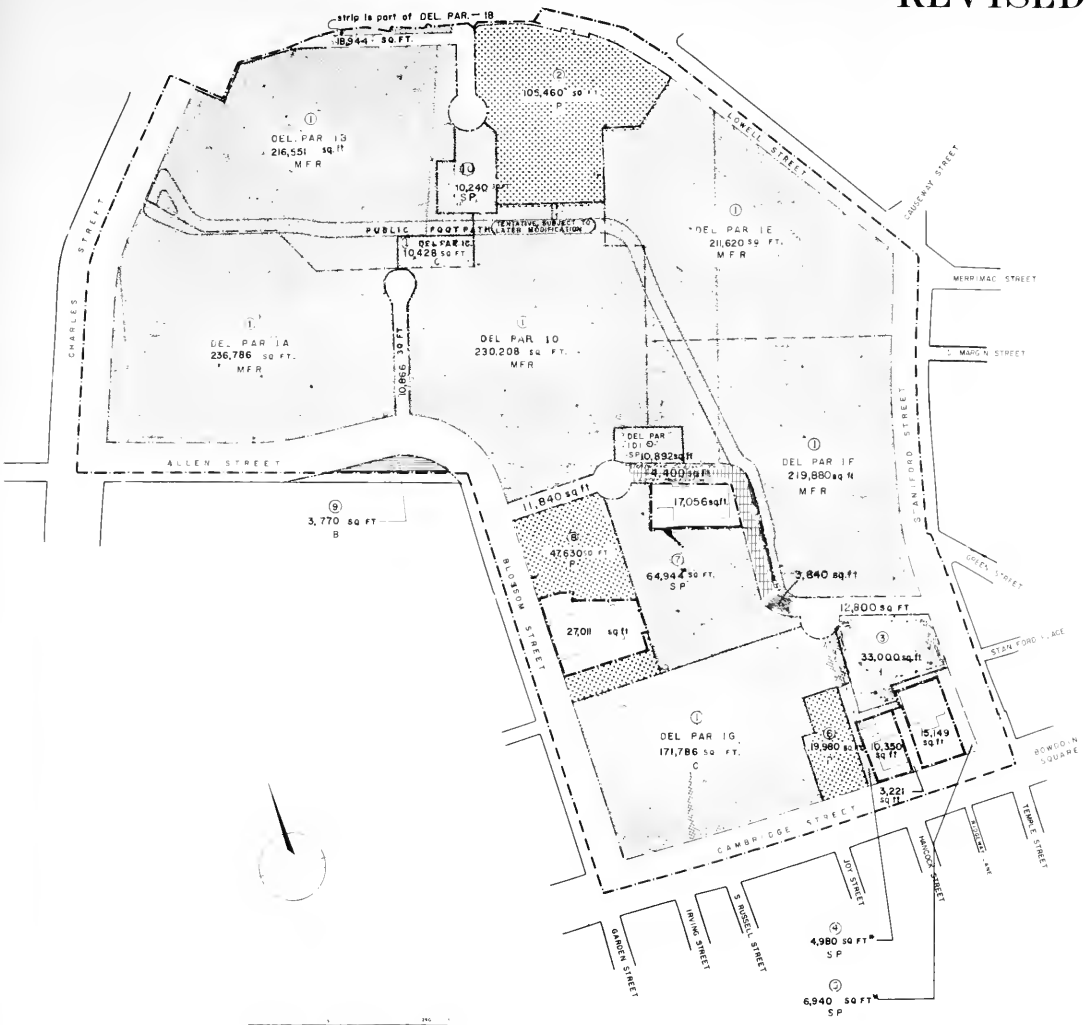

KEY

- PROJECT BOUNDARY LINE
- PROPERTY LINE
- DISPOSITION PARCEL LINE
- EXCLUDED PROPERTY
- C — COMMERCIAL USE
- EXISTING RIGHT OF WAY TO REMAIN
- P — PUBLIC USE
- NEW RIGHT OF WAY TO BE ESTABLISHED
- SP — SEMI PUBLIC USE
- I — INSTITUTIONAL USE
- M F R — MULTI FAMILY RESIDENTIAL USE
- DEL PAR — DELIVERY PARCEL
- B — BUFFER ZONE

* FOOTAGE REPRESENTS AREA LESS PROPERTY NOT TO BE AQUIRED WITHIN DISPOSITION PARCEL

Θ DELIVERY PARCEL 1D1 IS INCLUDED WITH DELIVERY PARCEL 1D

note 1 THE AREA OF A DELIVERY PARCEL INCLUDES THE AREA OF THAT PORTION OF THE PUBLIC FOOTPATH WITHIN THE DELIVERY PARCEL .....

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LAND DISPOSITION PLAN

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5

(iii) All parking installs shall be set twenty (20) feet from the peripheral street lines except where a modification is granted under cluase G3, variances of restrictions and controls.

(3) Commercial Parcels

The following restrictions shall apply to Parcel 1, Delivery Parcel 1G, designated for commercial use.

(a) No uses other than the following shall be permitted thereon:

(i) Generally recognized retail stores
(ii) Personal service shops for direct service to the customers
(iii) Business and professional offices
(iv) Dry cleaning pick-up stores.
(v) Laundries and bakeries, provided the service of not more than a total of ten full-time people is utilized therein in all operations.
(vi) Interior decorators
(vii) Photographic studios
(viii) Restaurants and hotels
(ix) Institutional uses
(x) Bowling alleys if effectively sound-insulated
(xi) Uses accessoty to any of the above permitted uses

(b) An overall design of the signs on all store fronts shall be prepared by the developer's architect and shall be submitted with the developer's plans to the Boston Redevelopment Authority for approval, which approval shall not be unreasonably withheld. Permanent flat signs against the front face of store buildings may be erected on that portion of the building which is more than eight feet above the grade line.

Ground signs relating to parking lots may be erected, provided that the appearance of said signs is in general conformity with the esthetic concepts of the development.

(c) Buildings shall be set back a minimum of eight (8) feet from all street rights-of-way.

(d) There shall be a minimum of three parking spaces for each one thousand (1000) feet of the floor rental area in the buildings. All parking areas and drives shall be paved with a waterrepellent, dust-free biruminous surface.

All parking lots abutting on a street shall provide a fence, wall or bumper or other means adequate to protect the public walk.

All parking lots shall be properly drained.

(e) Off-street loading space must be provided at the minimum standards listed below:

Square Feet of Floor Area of Structure	Required Number of Berths
25,000 up to & including 40,000	1
40,001 up to & including 100,000	2
100,001 up to & including 160,000	3

(i) A single berth shall be a minimum of twelve (12) feet wide. When there are several contiguous berths the minimum width shall be ten (10) feet.

(ii) The minimum clear height shall be fourteen (14) feet.

(iii) The minimum length shall be thirty-five (35) feet, exclusive of access aisles and maneuvering space.

(iv) Definition of Floor Area: "Floor Area" shall mean the gross floor area used or intended to be used for service to the public as customers, patrons, clients, or patients, including areas occupied by fixtures and equipment used for display or sale of merchandise. It

shall not mean floors or parts of floors used principally for non-public purposes, such as the storage, incidental repair, processing or packaging of merchandise for show windows or for offices incidental to the management or maintenance of stores or buildings. Parts of floors used principally for toilet or rest rooms, or for utilities, or for fitting rooms, dressing rooms or alteration rooms shall also be excluded from the definition of floor area.

(v) In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirement of this regulation.

(vi) Collective action relative to off-street parking and loading: Nothing in this requirement shall be construed to prevent the joint use of off-street parking or off-street loading space for two or more buildings, or uses provided the total of such spaces, when used together, shall not be less than the sum of the requirements for the various individual uses computed separately.

(f) Landscaping: An equivalent of five (5) per cent of the gross floor area of commercial parcels shall be landscaped, however it shall not be less than 3,000 feet and need not exceed a maximum of 9,000 square feet.

(g) Building Height: Building height on the commercial parcels shall be governed by the Boston Building Code and Zoning Regulations.

(h) Convenience Shopping: An area, not to exceed fifteen thousand (15,000) square feet and identified as Parcel 1, Delivery Parcel 1C, shall be used for convenience shopping. The Shops will be permitted to be part of an apartment house structure.

The following restrictions shall apply to Parcel 1, Delivery Parcel 1C, designated for commercial use.

(a) No use other than the following shall be permitted thereon:

(i) Generally recognized retail stores
(ii) Personal service shops for direct service to the customers
(iii) Dry cleaning pick-up stores
(iv) Other uses complimentary to multi-family residential areas
(v) Paragraphs (b), (c), (e) and (f) under B (3) commercial parcels apply to Parcel 1, delivery Parcel 1C.

(4) Public, Semi-public, Institutional Parcels.

Public, semi-public and institutional parcels are subject to the following controls:

(a) On all semi-public and institutional parcels the building setback lines, spacing of buildings, building height, off-street parking and loading shall be subject to the approval of the Boston Redevelopment Authority.

(b) Parcel 6 – Public Use: If not used for this purpose, will be incorporated into Parcel 1, Delivery Parcel 1G, designated for commercial use.

(c) Parcel 7 – Semi-public Use.

(d) Parcel 10 – Semi-public use. If not used for this purpose, will be incorporated into Parcel 1, delivery Parcel 1B, designated for multi-family residential use.

(e) On all public parcels the building setback lines, spacing of buildings, off-street loading and parking requirements shall be subject to the approval of the Boston Redevelopment Authority.

(5) Notwithstanding any other provision in this Plan, land in the Project Area shall not be used for industrial use or for advertising signs, except those used to advertise apartments for rent, which shall not be located above the first floor level; those used in connection with business to advertise services or goods identified with the premises are excepted, but billboards of all types are specifically prohibited.

(6) Zoning.

The type, size and proposed use of buildings shall conform to the City of Boston Zoning Regulations, Chapter 488, Acts of 1924, Amended by:

Chapter 219 of 1925
Chapter 350 of 1926
Chapter 220 of 1927
Chapter 70 of 1928
Chapter 137 of 1928
Chapter 88 of 1929
Chapter 347 of 1930
Chapter 16 of 1931
Chapter 180 of 1931
Chapter 143 of 1932
Chapter 204 of 1933
Chapter 210 of 1934
Chapter 240 of 1935
Chapter 373 of 1941
Chapter 198 of 1946
Chapter 165 of 1948
Chapter 203 of 1948
Chapter 214 of 1948

The Zoning Map prepared by the Boston City Planning Board, dated March 15th, 1924, as amended May 11, 1924, and as amended from time to time by the Board of Zoning Adjustment shall further be amended as indicated on the Map entitled "Proposed Zoning Plan" (Map), which is incorporated herein and made a part of this Plan and identified as Map No. 3.

(7) Buildings – Design and Construction.

Plans for all buildings shall be prepared by a competent architectural firm and shall bear the seal of the responsible architect.

All residential buildings shall be fireproof, Type 1 construction, as defined in the Boston Building Code, Chapter 479, Acts of 1938, Section 126, as amended to the date of approval of this Plan by the Mayor and the City Council of the City of Boston, except for the three-story buildings as provided for in the approved site plan for this Project Area, which shall be Type IV construction, as defined in the Boston Building Code, Chapter 479, Acts of 1938, Section 126, as amended to the date of approval of this Plan by the Mayor and the City Council of the City of Boston.

All non-residential buildings shall be fire proof, Type 1 construction or semi-fire proof, Type II construction, as defined in the Boston Building Code, Chapter 479, Acts of 1938, Section 126 and 127 respectively, as amended to the date of approval of this Plan by the Mayor and the City Council of the City of Boston, except for three story buildings as provided for in the approved site plan for this Project Area, which shall be Type IV construction, as defined in the Boston Building Code, Chapter 479, Section 126, Acts of 1938, as amended to the date of approval of this Plan by the Mayor and the City Council of the City of Boston.

C. RELATIONSHIP OF REDEVELOPMENT PLAN TO LOCAL OBJECTIVES

1. This Plan is in conformity with the General Plan for the City of Boston as it now exists.

2. This Plan is in conformity with the Capital Improvement Program for the period 1956 to 1961 for the City of Boston.

3. This Plan complies with the local objectives of the City of Boston as to suitability of land uses, density, improvement traffic, public transportation, public utilities, recreational facilities and community facilities, and other public improvements. This Plan conforms to the following local objectives:

(a) The elimination of substandard residences.

(b) The elimination of the under-utilized, over-age Mayhew School.

(c) The elimination of narrow, costly, out-moded streets and public utilities.

(d) The provision of new standard residential units to provide a stable neighborhood.

(e) The provision of a new elementary school on an adequate site plus the enlargement of play area round the Blackstone Junior High School and provision of land for a proposed gymnasium.

(f) The reduction of traffic congestion by the provision of new, wide streets and provision for off-street parking.

D. SITE PREPARATION PLAN:

1. Streets and Highways.

Streets and highways shall be constructed, re-constructed or vacated by the Authority or other public entities as shown on the Right-of-Way Adjustment Plan (Map), which is hereby incorporated in and made a part of this Plan and which is identified as Map No. 2.

2. Sewer Improvements.

Sewer improvements and changes shall be made by the Authority or other public entities in order to effectuate the redevelopment plan. The attached Sanitary Sewer Plan (Map) is for illustrative purposes and identified as Map No. 4f.

3. Water System

Water system improvements and changes shall be made by the Authority or other public entities in order to effectuate the redevelopment plan. The attached Water System and Fire Hydrant Plan (Map), is for illustrative purposes and identified as Map No. 4c.

4. Rough Grading

Rough grading changes shall be made by the Authority in order to effectuate the Redevelopment Plan. The attached Grading Plan (Map), is for illustrative purposes, and identified as Map No. 4f.

5. Drainage Improvements.

Drainage improvements and changes shall be made by the Authority or other public entities in order to effectuate the redevelopment plan. The attached Storm Drainage Plan (Map), is for illustrative purposes and identified as Map No. 4b.

6. The Boston Redevelopment Authority shall deliver all land with utilities installed as illustrated in this Plan and on Maps Nos. 4a, 4b, 4c, 4f.

E. OTHER PROVISIONS NECESSARY TO MEET STATE OR LOCAL REQUIREMENTS

1. Relocation Plan

The method for the relocation of persons living in the Project Area and availability of and the means by which there will be provided dwelling units for such persons substantially equal in number to the number of dwelling units to be cleared from the Project Area is as follows:

(a) The Method

An adequately staffed Relocation Office will be established in the Project Area:

(1) To survey all site occupants in order to determine family composition, income and housing requirements, and

(2) To survey and inspect all available vacancies in privately owned dwelling units, and

(3) To assist in relocating persons displaced from the Project Area.

(b) Availability of and the means by which dwelling units will be provided for such persons substantially equal in number to the number of dwelling units to be cleared:

There are 3075 occupied dwelling units to be cleared in the West End Project Area

(1) Available Public Housing:

In operation by the Authority:

PHA Low Rent	10,156
*State-Aided	3,681
	13,837

The vacancy turnover for 1953 averaged 12% or approximately 1660 apartments. Under Chapter 121, General Laws of Massachusetts, Section 26FF, and Public Law 171, Section 302, priority in public housing is mandatory to families displaced by Slum Clearance and Redevelopment Projects.

For all persons or families eligible for public housing, the Authority shall make dwelling units available in projects owned or operated by it. Such persons or families will be given preference for tenancy into all public housing.

(2) Available Vacancies in Privately Owned Dwelling Units:

For all families of more than one person who are not eligible for public housing, the Authority shall find and make available decent, safe and sanitary privately owned dwelling units at rentals that such families can afford to pay, and

For all single persons ineligible for public housing, the Authority shall make available addresses of privately owned rooms or dwelling units for their relocation. There is at the present time a sufficient number of available dwelling units in the City of Boston to make it possible to carry out this Relocation Plan.

In addition, Section 26LL (C) of General Laws, Chapter 121 under "Obligations to be Imposed on Purchasers and Lessees," states:

"If a Housing Authority shall sell or lease any property acquired by it for a Land Assembly and Redevelopment Project, the terms of such sales or leases shall obligate the purchasers or lessees . . . . .to give preference in the selection of tenants for dwelling units built in the Project Area to families displaced therefrom because of Clearance and Redevelopment

*Included in the above figure are 468 one-bedroom units which are available for aged persons provided that qualified veterans are not waiting.

activity, who desire to live in such dwelling units and who will be able to pay rents or prices equal to rents or prices charged other families for similar or comparable dwelling units as a part of the same Redevelopment . . . . . ."

F. OTHER OFFICIAL ACTIONS

1. Right-of-way easements for street and highway purposes shall be accepted or vacated by the City of Boston as shown on the attached map entitled "Right-of-Way Adjustment Plan (Map)", identified as Map No. 2.

2. Sewer lines shall be accepted or abandoned by the City of Boston as illustrated on the attached map entitled "Sanitary Sewer Plan (Map)", identified as Map No. 4a.

3. Water lines shall be accepted or abandoned by the City of Boston as illustrated on the attached map entitled "Water System Plan (Map)", identified as Map No. 4c.

4. In conformity with this Plan, alterations of the Fire alarm and Police Communication Systems adequate to serve the Project Area will be provided by the Fire Department and Police Department, respectively.

G. CHANGES IN THE REDEVELOPMENT PLAN

1. Review of Developer's Plans

Each developer shall submit his plans to the Boston Redevelopment Authority for review and approval. These Plans shall be in sufficient detail to enable the Boston Redevelopment Authority to make determinations as to compliance of the Plans with Regulations and Controls herein contained. The Boston Redevelopment Authority shall examine these plans and they shall be deemed approved unless formal rejection, setting forth in detail the reasons therefore, shall be made within thirty (30) days of their submission. The provisions of the preceding sentence shall likewise apply to any amended or corrected plans.

Thereafter, any changes required by lending institutions or the Federal Housing Administration may be made providing they are not contrary to or in conflict with these restrictions and are agreed to by the developer and the Boston Redevelopment Authority.

2. Amendments to the Redevelopment Plan

Subject to applicable Federal, State and local laws, this Plan may be modified after lease or sale of any land in the Project Area, provided that such modifications are consented to by the lessee or purchaser of the property affected by the proposed modifications and by the Boston Redevelopment Authority.

3. Variances of restrictions and Controls

At the request of the redeveloper and subject to applicable Federal State and local laws, the Boston Redevelopment Authority may, in specific cases, vary the application of any provision of these restrictions, to a minor extent, when in its opinion the enforcement thereof would do manifest injustice, provided that the decision of the Authority shall not be in conflict with the spirit of any provision of this plan and provided that such a variance shall be subject to the consent of any owner in the project area affected by the variance.

4. Severability

Invalidation of any one of these convenants by judgment or court order shall in no way affect any of the other provisions which shall remain in full force and effect.

5. Conflicting Requirements

When there is any difference between these restrictions and the standards of the Zoning Regulations, Building Code or other legal requirement the more restrictive requirement shall govern.

6. Obligation of the Developer to Start and Complete Construction

Each purchaser or lessee of land in the Project Area shall be obligated to begin and complete within a reasonable time the building or improvements required of him.

7. Action by the Authority to Prevent Speculation in Project Land

The Authority will take all reasonable steps to prevent speculation in the holding of Project Land.

8. Action by the Authority to Prevent Discrimination

The Authority shall not itself effect nor execute and shall adopt effective measures to assure that there is not effected nor executed by the purchasers or lessees from it (or the successors in interest of such purchasers or lessees), any covenant, agreement, lease, conveyance or other instrument whereby land in the Project Area which is disposed of by the Authority is restricted either by the Authority or by the purchasers, lessees or successors in interest, upon the basis of race, creed or color in the sale, lease or occupancy thereof, provided that the provisions of this Plan with respect to termination of the Plan shall not apply to this sentence.

H. PROPOSED ADMINISTRATION FOR EXECUTING THE REDEVELOPMENT PLAN

The administration for executing the Redevelopment Plan shall comply with the requirements of the Manual of Policies and Requirements for Local Public Agencies as set forth by the Housing and Home Finance Agency.

WEST END B65R W c.1
West End Land Assembly and
Redevelopment Plan.
Rev. Mar 1957, May'57, June 1959

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SUPPORTING DOCUMENTATION

TO THE

REVISED REDEVELOPMENT PLAN

Revised: June 1959

WEST END LAND ASSEMBLY AND
REDEVELOPMENT PROJECT

U.R. Massachusetts 2-3

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A. DESCRIPTION OF PROJECT AREA AND PLANNING PROPOSALS

1. Locus of the Project.

The West End Land Assembly and Redevelopment Project Area is located in the West End District of Boston, County of Suffolk, and includes all of the area bounded by Allen, Blossom, Cambridge, Staniford, Lowell Streets, the southerly property line of the MTA and Charles Street, with the exception of the exclusions described below.

2. Description and Justification of Excluded Properties.

The Redevelopment Plan proposes to exclude four parcels of land because (1) they contain buildings and uses which properly belong in a residential area; (2) they conform to the General Plan for the community, and (3) the buildings are structurally sound.

The excluded properties are:

a. West End Branch Library
b. Harrison Gray Otis House
c. Blackstone Junior High School
d. St. Joseph's Roman Catholic Church and Rectory

These structures and their present or proposed uses have been retained to serve the new residential uses that will be constructed in the Project Area and it is believed they can be incorporated into the design of any developer with a minimum of site design problems.

3. Description of Buildings

a. Use: West End Branch Library
Location: 131 Cambridge St. (parcel 148-10 on property map)
Built originally: 1706: rebuilt 1806: designed by Asher Benjamin; historically and architecturally important.
Construction: 2 stories 16" red brick wals - balcony; spire over vestibule.
Setback: 75 feet from Cambridge Street with grass and trees in front.
Original use: designed as a church and converted to Library use.
Re-use: Library Department plans to vacate building and erect a new building designed for its use in the Project Area. This will free building for the return to a church use.

b. Use: Harrison Gray Otis House & Museum
Location: 141 Cambridge St. (parcel 149-11 on property map)
Built originally: 1795
Architect: Charles Bulfinch
Construction: main building - 3 stories, red brick with stone trim, wooden joists, framed roof slate.
2 museum buildings - 4 stories, red brick walls, reinforced wooden floors, fire doors on each floor, fair condition.
Setback: 25 feet with trees and shrubs in front.
Reason for retention: historical importance; headquarters for Society of Preservation of New England Antiquities; properly located in relation to Project Area and a harmonious use.

c. Use: William Blackstone Jr. High School
Location: 33 Blossom Street (parcel 152-24)
Built: 1915 by City
Construction: 4 stories, fire resistant construction; reinforced steel frames; auditorium on first floor, two stairways, building in good condition.
Required changes: a strip of land will be needed to widen Blossom Street. A gymnasium will be built and play space increase when land is made available.

b. Use: St. Joseph's Roman Catholic Church and Rectory
Location: 66 Chambers and 8 Allen St. (parcel 153-26 on property map)
Built: 1824; rectory, 1900.
Construction: one-story, red brick, cut stone pillars and trim; structually sound and in fair condition; Rectory - 4 story red brick, wood joists, attached to main church building.

Required changes: This is an active parish with a good sized congregation both from within and outside of the project area. The church presently operates a parochial school which serves the needs of the children in the area. The present school buildings are antiquated and will be taken but a need still will exist and the church has indicated a desire to build a new school if the demand warrants. Therefore, the Redevelopment Plan will include a reservation of land for this purpose.

Thus, each of the above described retained buildings and their uses are consistent with the proposed residential re-use of the area and could serve or support it. Their present design, location and use will not conflict with the Redevelopment Plan.

4. Proposed New Uses

All of the land in the Project Area will be devoted to the following uses: (a) residential, (b) commercial, (c) public, (d) semi-public, (e) streets and highways, and (f) institutional. Residential utilization of land will be the major function of this project area with the necessary community facilities added to create a desirable neighborhood environment.

The original decision to redevelop the West End for residential purposes is predicated on the General Plan for Boston, Preliminary Report 1950, prepared by the City Planning Board. A summary of the reasons for this decision follows:

a. Population studies outline a need for more apartments in the central area.

b. In developing the residential plan on a city-wide basis, all areas now firmly established in residential use were retained as such and planned for permanent residential use.

c. "Also significant were the 'site advantages' of various parts; the West End, near downtown, clearly justifies residential use in its rebuilding." Residential re-use was further bolstered by a report prepared by the Division's economic consultant which accompanied the Preliminary Report.* In summary these reasons were:

(1) The highest and best use of the land in the Project Area is clearly a combination of residential use, school and recreational use, public and semi-public, commercial and institutional.

(2) Hospital officials assure us that increased staff requirements create a need for planned rental housing and efficiency rooming accommodations for hospital personnel off hospital grounds and financed by private non-hospital funds.

(3) Few, if any, downtown Boston locations are as well served by mass transit facilities so that as a place to live it is highly accessible.

(4) Existing schools and recreation, churches, library, stores and hospital in the area will combine to form the nucleus of a good neighborhood when the existing slum housing is cleared and proper redevelopment is effectuated.

5. Community Facilities

Excellent existing community facilities in and near the West End Project Area include cultural, educational, recreational, hospital and business and shopping areas-all properly located to serve the development.

The Metropolitan District Commission has developed the Charles River front adjacent to the project as one of the finest in the country for recreation and cultural facilities. The cultural facilities include (a) the world famous Hatch Shell on the Esplanade in which the Boston Symphony Orchestra provides free concerts to all and (b) Science Park, which provides interesting natural and scientific exhibits that appeal to all. The recreational facilities include a municipal boat house for sailing on the Charles, swimming or wading pools, tennis courts, ball fields and river front strolling areas. All of these facilities combine to aid the development of a stable neighborhood.

The Massachusetts General Hospital, which has world wide fame, forms two boundaries of the Project Area. This Hospital provides services of all types to the entire community and its proximity with its stabilizing influence will be an asset to the area.

*Preliminary Appraisal of Marketability and Re-use Values, West End area, Boston, Mass., by E.B. Murphy, Octover, 1952.

Other facilities of great import include good schools at all levels, churches of all denominations nearby, a branch library, excellent stores with service facilities, main shopping areas within easy reach, excellent rail and rapid transit facilities—all combining to create a redevelopment area with facilities unrivaled anywhere.

The Traffic, Public Transportation and Community Facilities Map indicates the proximity of all the above described community facilities.

6. Economic Feasibility of the Project.

A high rise apartment house development in the West End is desirable for many reasons. First of all, the site is adjacent to one of the most beautiful river fronts in the United States. Its convenience to the facilities in the general area is demonstrated in the Community Facilities Map.

a. From the standpoint of housing needs of Boston, it is economically sound, as pointed out by the Authority's Economic Division in a prepared report.*

This report points out:

(1) It would seem that if housing were made available, Boston's population would continue to increase at a rate comparable to the 4% net increase between 1940-1950. If this growth is to occur, it can be done only by making available more rental units at rents people can afford.

(2) This report further establishes that natural growth between 1954 and 1960 will require 43,944 new dwelling units or 7326 per year for the next six years.

(3) The estimated distribution of the 43,944 units according to capacity of prospective families to pay is as follows:

D. U. Cost Per month	% of Families Able to Pay	Cumulative Percent	No. of Units	Cumulative Units
Under $10-$89		74.88		32,890
$ 90-$ 99	5.06	79.94	2222	35,112
$100-$109	8.08	88.74	3860	38,972
$110-$119	4.40	93.14	1930	40,902
$120 & over	6.93	100.07	3042	43,944

Thus 11,054 dwelling units should be built to rent or sell in the $90 per month group or over. This is 25% of all needed units, indicating that 2400 units would be absorbed by a housing market over a period of several years.

b. Another very important study of the housing market and its economic feasibility was prepared by the Federal Housing Administration (F.H.A.).† A copy of this valuable report is enclosed herewith, and a summarization of the pertinent points follows:

> "Durable and non-durable goods manufacturing are favorably balanced in the Boston metropolitan area."
>
> "Despite the expansion of employment opportunities in outlying suburbs, the Central Core still provides three-fourths of all jobs."
>
> "The real estate rental and sales market shows signs of continued health."

The prospective demand schedule given in the report is for the period October 1, 1954 - December 31, 1955 - and is based on housing needs attributable to growth factors alone. However, these figures of an effective demand of 13,400 dwelling units with 2/3 of these in the Central Core, together with the good over-all economic condition of the metropolitan area, demonstrate the economic feasibility of the Redevelopment Plan.

*Need for State-Aided Development, B.H.A., June, 1954.

†An Analysis of the Boston Standard Metropolitan Area, by the Housing Market Analyst, F.H.A., Boston, Mass., October 1, 1954.

c. Further substantiation of economic feasibility is give by an Appraisal of Re-Use Values,* in which it is pointed out that:

(1) Residential building in Boston has been practically non-existent because of a dearth of good land at an economic price in Boston.

(2) That only through clearance of existing structures at a high cost could land be made available.

(3) A demand does exist for more rental apartments in Boston and in particular in this area. River House, which is close by, and the Eastgate Apartment House just over the river have been very successful. However, due to the reasons given above, there has been very little new construction in Boston.

7. Opportunities Being Offered to Private Enterprise

All land in the project area will be sold to private enterprise with the exception of land needed for streets, school, and a branch library. Every opportunity will be given private enterprise to purchase about 30.1 acres of land for residential development and commercial use. Every method available to arouse interest will be use such as (a) newspaper publicity (b) articles in trade, business and professional journals and (c) contracting real estate firms, banks and insurance companies.

About 4.0 acres of land will be utilized by the City of Boston for (a) new elementary school (b) enlarge existing Blackstone Jr. High and (c) a branch library. About 8.3 acres will be taken up by streets. The balance of 46.9 acres or 4.5 acres will be occupied by semi-public uses such as (1) churches, (2) a parochial school site, and (3) institutional.

8. Population Density

In the proposed redevelopment of this area, an overall density of 90-100 families per net residential acre is possible and probable within the building controls set up in the Redevelopment Plan. No specific density control has been set up but the controls on floor area ratio (F.A.R.), ground coverage, parking, usable open space, etc., will act to effectively limit density to a figure not much greater than 95 families per net residential acre. This density will be classed as high density by the General Plan, which in its very broad classifications lists any density in excess of 40 families per net residential acre as high density. A high density is economically necessary to permit the developer to obtain a reasonable return on his investment. A high density is further justified by the project's proximity to the downtown area.

In compliance with the General Plan, the West End will be retained in a residential use at the suggested high density. This project has been planned to meet the needs of the people who desire to live close to the center of the city.

9. Accessibility to Employment, Shopping Areas and Transportation

The project area is ideally located with respect to employment centers as it is situated in the center of an employment market that as of October, 1954, employs over 1,100,000 persons in a broad diversification of industries. These businesses and industries have excellent salary schedules which is reflected in a net effective buying power of $1512 per capita and in excess of $5300 per family in February, 1955.

There are good local and general shopping areas close by on Cambridge Street which is the southerly boundary of the project area and has the usual supermarkets, drug stores, gas stations and other stores needed by the neighborhood. Part of the Cambridge Street frontage of the project area will be developed in a commercial use to provide additional new floor space for the commercial uses that a large residential project will generate.

The center of the specialty and department store district is less than one half a mile away from the center of the project area and within walking distance - or a few minutes away by excellent rapid transit service from four stations located around the project area.

*Appraisal of Re-use Values, West End Project, U.R. Mass. 2-3; Joseph A. Moran, March, 1955.

Transportation-wise the project area is ideally located in relationship to good roads (Storrow Memorial Drive and the Central Artery), good local streets (Cambridge Street, Nashua Street and Staniford Street) and excellent rapid transit service by four different major lines operated by the MTA at a reasonable fee.

10. Project Area Community Facilities

a. Use: new elementary school
Area: 2.43 acres
No. classrooms: 12, plus 1 kindergarten, 1 sewing room, 1 manual training, 1 all-purpose room.
Estimated Enrollment: 450 pupils
Origin of Pupils: 90% project area; 10% other area

Justification: (1) present school antiquated - improperly located to fit into new site plan - building in poor condition with hazardous stairs, bad boiler, bad toilet facilities and inadequate site; (2) new school recommended by Harvard Graduate School of Education in a report on Boston schools, April, 1953; (3) recommended by the General Plan; (4) see supporting letters from School Department; (5) cost allocated in Capital Improvement Program.

b. Use: gym addition to Blackstone Jr. High School
Area: 0.62 acres existing - 1.09 added = total 1.71
Gym: space for play surface, lockers, toilets, etc.
Required change: a strip of land will be taken to widen Blossom Street.

Justification: (1) present building lacks gym - auditorium used as a gym with practically no lockers or facilities; in a school of this size a combined facility is not satisfactory; (2) new gym recommended by Harvard Graduate School of Education in a report on Boston schools, April, 1953; (3) see supporting letters from School Department; (4) Capital Improvement Program has cost programmed.

c. Use: new West End Branch Library
Area: 0.46 acres
Origin of users: 65% project area - 35% other areas.

Justification: (1) present building was designed for library use - library department would like a new building in line with its branch modernization program; (2) see supporting letters from Library Department; (3) Capital Improvement Program, 1956-1961 (not published yet) will schedule this facility.

d. Use: new parochial school site for St. Joseph's Roman Catholic Church
Area: 0.39 acres existing - 1.49 added = total 1.88 acres

Justification: (1) existing two school buildings are to be taken because of age, poor condition, poor location, lack of play space, etc.; (2) Church wants a reservation of land for future building - will wait until new population is established before making further plans; (3) see supporting letter from Archdiocese.

e. Use: new church site
Area: 0.24 acres
Denomination: available to all faiths

Justification: (1) existing Catholic, Protestant and Jewish churches will be razed. St. Joseph's Roman Catholic Church is being retained as a facility to serve the general area. A need for another church on this site, very likely of another denomination, is foreseen; (2) see supporting letters citing interest in a new site from (a) Roman Catholic Church, (b) Associated Synagogues of Greater Boston, and (c) Mass. Council of Churches.

f. Use: shopping center and convenience shopping
Area: 4.2 acres

Justification: the following three reasons are adequate support for a shopping center on Cambridge Street and convenience shopping: (1) 2400 new modern apartments that will be built

in the Project Area will create a demand for new modern shopping facilities properly located to serve them; (2) detailed traffic counts prepared by the Boston Traffic Commission indicate that 23,234 vehicles use Cambridge Street daily. This volume of traffic should assure success of a new shopping center; (3) potential redevelopers in verbal conversation have expressed an interest in a shopping center which reinforces staff and consultant's opinion that it would be desirable.

11 Traffic Circulation System

The project area is excellently served by a modern up-to-date transportation system consisting of major expressways that link all parts of the city and suburbs., by several inter-connecting rapid transit lines and by major periphery streets. Each of the above types of vehicular transportation is fitted into the transportation of the General Plan.

a. Major expressways.

The 1947 Master Highway Plan for Boston Metropolitan Area and the General Plan for Boston both provide for the construction of the Central Artery with a link extending to the northerly edge of the Project and connects with the Storrow Memorial Drive. Both of these limited access roadways have been completed and are now in use. These expressways are or will be tied into major highways serving the Metropolitan Area. Additional connections are planned for the future which will make automobile travel even more convenient.

b. Rapid Transit Service

The Metropolitan Transit Authority provides excellent service on three major lines which skirt the Project Area and reach into all parts of the City and to many suburbs as is shown on the chart on the following page:

RAPID TRANSIT SERVICE CHART

Line	Everett to Forest Hills	Bowdoin Sq. to Orient Heights	Lechmere to Kenmore & Mass. Ave.	Harvard Sq. to Ashmont
Direction spacing	north-south	northeast-southwest	in town	northwest-southeast
Rush hours spacing	2½ min.	2½ min.	2 min.	2½ min.
Daytimes spacing	6 min.	5½ min.	4 min.	4 min.
Night time	9 min.	7 min.	7-9 min.	9 min.
Station on Line	North Station	Bowdoin Square	Science Park & North Station	Charles St.
Distance of st. from edge of project area	800 ft.	400 ft.	0 ft. 400 ft.	1000 ft.

c. Major periphery streets

This classification would include Cambridge Street on the southerly side of the project which connects Longfellow Bridge (to Cambridge) with downtown Boston. Located on this 100 ft. R.O.W. is the local shopping district for the general area. The 1954 Cordon Count of Traffic, prepared by the Boston Traffic Commission for the downtown Boston area indicates that 23,234 vehicles per day cross the Longfellow Bridge using Cambridge Street to enter or leave downtown Boston.

A second major street will be Staniford Street (now 30 ft. R.O.W.) which will be widened to 80 ft. to permit traffic desiring to reach the Northern Artery (communities north of the City) to link with Nashua Street. The cordon count shows that 40,839 vehicles use the Northern Artery at the Charles River Dam and an estimated 50% of this volume uses Nashua Street and filters into the City. Much of this volume will be accommodated on Staniford Street. Pedestrian traffic from the State House to North Station would benefit from the new 10 ft. sidewalks that replace the present narrow 4 ft. sidewalks.

d. Interior streets

All interior streets will be eliminated. There will be a public foot path and approximately 4 service roads created as outlined in the Land Disposition Plan (Map), described as Map No. 5 in the Revised Land Assembly and Redevelopment Plan.

B. SITE DEVELOPMENT PLAN

1. Analysis of Proposed Site Improvements

The existing system of site improvements in the Project Area was installed to service the present buildings and fitted into the existing street pattern. The Right-Of-Way Adjustment Plan, designed after careful consideration of all factors, does not follow any existing streets and therefore practically none of the existing utilities can be re-used. Practically all of the existing utilities will be abandoned with a few minor exceptions which will be pointed out under the following subsections that deal with that utility.

The new public site improvements were designed to provide systems adequate to serve the plans for redevelopment of the Project Area. The following factors influenced the final design:

a. The major traffic circulation system for the West End as outlined by the Boston City Planning Board in the General Plan for Boston defines the various types of streets according to traffic load and areas they serve;

b. The necessary elimination of all interior streets because of poor location, width and condition, which results in cutting up the area into small blocks;

c. The natural topography of the site as it affects building placement and street grades;

d. The elimination of all existing public utilities in the interior because of obsolescence, poor location and inadequate size;

e. The layout of utility lines to serve the area properly, to provide good access to all newly created parcels, to minimize areas needed for utility easements and to form large well shaped parcels which would lend themselves to proper redevelopment;

f. The arrangement of utility lines to provide the maximum areas for private and public re-use consistent with good planning procedure.

The final design of site improvements is shown on the plans attached to the Redevelopment Plan. These plans are a result of the analysis.

2. Relationship to Proposed Public Improvements

The new and expanded facilities to be provided in the Project Area will be considered an integral part of the city-wide local improvement program. The city has in the past made every effort to provide good street, sewer, water, police and fire alarm systems. Demonstration of the maximum efforts of the city in the direction of a local improvement program is evidenced in the General Plan for Boston, the Capital Improvement Program 1955-1960, and finally in the work being done by various city departments to keep streets and utilities in the proper condition to serve adjacent land uses and to keep abreast of new needs.

3. Essentiality of Street and Utility Improvements

Each of the site improvements proposed for the Project Area has been approved by the respective city departments as necessary to properly serve this area. For further details see supporting letters.

4. Public Improvements Receiving Federal Assistance

There are no public improvements proposed or under construction which will receive Federal assistance.

5. Commitments from Appropriate Entities for Site Improvements

Commitments from the entities that will be concerned with each of the separate aspects of site improvements will be handled as follows:

a. Commitments for public site improvements and/or facilities will result from City Council approval of the Redevelopment Plan and the Financial Plan. The approving resolution will include a cooperation agreement between the Authority, the City Council and the Mayor which will provide the public facilities and bind the city departments. The funds will be provided for by a bond issue or from general revenue at the time of approval.

b. All site improvement work that will be done by private contractors under contract with the Authority will be a direct project expenditure and as such, requires no commitment of funds from an outside agency.

c. Advice by Authority legal counsel indicates that private utility companies need not be compensated for changes that must be made in their system because of changes in public streets, in accordance with the Redevelopment Plan. The various private utility companies express their willingness to serve the area. See supporting letters.

6. Demolition

All buildings in the project area (except excluded properties) will be razed to make way for redevelopment. A Demolition Map has been prepared showing each building, type of construction, number of stories, and the height.

All buildings will be demolished to grade and combustible materials, rubble and salvage removed from the site.

Below grade all foundations will be broken up to permit drainage. All gasoline or fuel storage tanks underground will be removed. Finally, all foundation holes will be suitably filled by (1) temporarily using non-combustible rubble with a sanitary fill covering or (2) the use of all sanitary fill where a new building is not contemplated.

In regard to the filling of foundation holes, hollows or depressions, the following will be applicable:

a. All ferrous and non-ferrous metals shall be removed from the site.

b. All organic material shall be removed from the site.

c. The percentage of voids shall not exceed 10% after compacting with a five-ton roller.

d. Material which, in the opinion of the contracting engineer, is injurious to plant life and/or landscaping as required in the controls of the Redevelopment Plan shall be removed from the site.

e. Where voids, hollows or depressions exist as a result of insufficient satisfactory rubble, they shall be filled with clean sand, coarse gravel, crushed stone, clean earth fill or cinders.

Demolition Schedule

Number of parcels 712

Number of structures 876

light wood and masonry const. 858

wood fram const. 14

fireproof const. 4

Total building volume . . . . . 44,862,500 cu. ft.

No. of Stories	1	2	3	4	5	6	7	8	9
No. of Buildings	17	20	217	426	189	3	1	-	1

Based on an estimated cost of 2.5¢ per cubic foot of building volume, the total cost of demolition would be $1,120,000.

A well qualified local demolition contractor made an estimate of the cost of demolition. His estimate was $960,000 with an increase of up to 25%, depending on labor and scrap prices at time of bidding. Results of the staff survey and the contractor's estimate, reviewed together, indicate that the cost of demolition will be about $1,040,000 with competitive bidding. The contractor's estimate was verbal after inspection of the area.

7. Proposed Right-of-Way Adjustment Plan

The design of the street system for the project area was predicated upon the following factors:

a. The General Plan for Boston outlines the various types of streets and has developed four general types:

(1) Local access streets, serving uses entirely in one neighborhood

(2) Secondary streets, collecting traffic from local streets and feeding into major streets

(3) Major streets, serving large volumes and crosstown trips and feeding into expressways

(4) Express highways, carrying heavy traffic at high speeds for good distances and to reach other cities;

b. To improve over-all traffic in the general area;

c. Shopping areas on Cambridge Street with its volume of traffic;

d. On the topography of the site with a 4% maximum grade on all streets;

e. Excluded properties in the interior;

f. Convenience of access to all parts of the project area from surrounding major streets without permitting through traffic or shortcutting.

The following streets in the project area fit into the General Plan's designation of streets, as follows:

Express highways

The linking Storrow Memorial Drive-Charles Street-Central Artery, which form the westerly and northerly boundary of the project area and connect downtown Boston with the suburbs.

Major streets

Cambridge Street, which forms the southerly boundary and links Boston with Cambridge.

Secondary streets

Staniford Street, which forms the easterly boundary and acts as a collector street.

The street system, as outlined in the Right of Way Adjustment Plan (Map), described as Map No. 2 in the Redevelopment Plan, takes into account all of these factors.

Construction details are as follows:

a. All new streets and sidewalks will be built as shown in the cross section at the bottom of the Right-of-Way Adjustment Plan (MAP), described as Map No. 2 in the Revised Redevelopment Plan;

b. All rebuilt and widened streets will have a 6" gravel base; otherwise they will be of similar construction to the new streets;

c. Streets will be tough graded as soon after demolition as is practical but all paving will be delayed until buildings are practically completed;

d. Curb cuts and other details will be determined by the Authority in cooperation with the Traffic Commission on receipt of detailed plans from the redeveloper;

e. See the cost estimate sheets attached hereto for details of individual streets.

8. Proposed Sewer System

The design for the new separate storm and sanitary system was prepared and costed by the City Public Works Department in collaboration with Authority personnel. The design is shown in the Redevelopment Plan and was based upon the following factors:

a. Entire system is to be replaced because:

(1) of age - wooden sewers built in 1837
brick arch scow bottoms built in 1848
almost all others built prior to 1900

(2) condition - very poor - it would be impossible to tie in new uses

(3) location - bad because of small lots and streets too close

b. No easements will be created on private property

c. Existing sewers on periphery streets to be used

d. in line with city policy, wherever new or rebuilt sewers are installed, the combined sewers existing will be replaced by new separate storm and sanitary sewers.

9. Proposed Water Supply System

This system for the supply of water for the project area was designed by the City Public Works Department engineers working in cooperation with Authority personnel. The design of this system was based on the following factors:

a. A dual system (1) "high service," to serve high rise buildings with sprinkler systems and (2) a "low service" system for regular demands is needed to properly serve this area;

b. Excellent water service exists on all periphery streets and can be extended into the area from many points;

c. Service now existing on interior streets that are to be vacated will be discontinued and capped;

d. Easements on private property will be held to a minimum because of City responsibility for water damage.

The finalized design shown in the Redevelopment Plan is the result of all these factors being taken into consideration.

Construction details for each individual run are spelled out in the attached cost estimates section and will not be duplicated here. It should be noted that all "high service" runs will be a minimum of 12 inches to properly serve any building up to 20 stories and all "low service" runs have a minimum size of 8 inches and a maximum of 16 inches to serve hydrants, shopping areas, schools, churches, etc.

10. Other Utilities

All utility lines in this project area will be placed underground in accordance with applicable local laws. The Telephone Company is required to reserve one duct in all lines placed in public streets for police and fire alarm service.

a. Electric: The Boston Edison Company will abandon its present system and supply adequate power to properly serve the area with an entirely new system. A letter to this effect has been requested expressing their willingness to provide the new facilities and will be submitted when it is available.

b. Street lighting: The Boston Edison Company lighting engineers will design a street lighting system to properly service all public streets - obtain approval of the appropriate city department - install all necessary standards, brackets and lights, at no direct cost to the city except for the yearly fee per fixture.

c. Gas: The Boston Consolidated Gas Company will study the needs of this area and if the demand warrants, will supply a mixture of manufactured and natural gas through a new system. A supporting letter has been requested and will be submitted when available.

d. Telephone: The New England Telephone and Telegraph Company will supply its service to all buildings in the Project Area. A supporting letter has been requested and will be submitted when available.

C. RELATIONSHIP TO LOCAL OBJECTIVES

1. **Relationship to the General Plan:** The Redevelopment Plan carries out the objectives of the General Plan for Boston in the following ways:

a. In regards to land use, the General Plan proposes residential use for this area with a high population density justified by its proximity to the heart of the City. The Redevelopment Plan complies with all requirements of the General Plan with regards to land use.

b. The traffic requirements of the General Plan adjacent to the Project Area have been completed with all sectors of the highway and transit plans in the vicinity shown on the Traffic, Public Transportation and Community Facilities Map, which is attached as an exhibit.

c. The public utilities in the vicinity of the project have excellent capacities to more than provide for any development in the project area. Adequate water, sewerage service, gas, electric, telephone and steam service will be supplied to the Project Area.

d. Recreational and community facilities adequate to serve the Project Area and clearly identified in the General Plan for Boston exist or will be supplied as a part of the Redevelopment Plan.

2. **Relationship to Zoning and Subdivision Controls**

a. The zoning map for Boston outlining use and height districts will be amended.

b. Boston has no separate subdivision controls that would affect the Redevelopment Plan.

3. **Relationship to Plans of Any Other Public Agency**

There is no direct relationship between the redevelopment project and any plans or development programs being undertaken by any public bodies on a State, regional or metropolitan area basis.

D. CONTROLS ON REDEVELOPMENT

1. Project Area Plan (Map), Map No. 1

This map shows the maximum possible area within which a building may be erectedon any parcel in the Project Area.

2. Application of Existing Codes and Regulations:

All existing codes and regulations of the City of Boston will apply to the Project Area, among which are the building, zoning, health (minimum standards for housing), plumbing and electrical codes as well as regulations adopted by the various city departments as they apply to the Project Area.

E. OTHER OFFICIAL ACTIONS

1. **Legislative and Other Official Changes.** No legislative changes are or will be required to proceed with this project and to complete it.

It will be necessary for the Board of Zoning Adjustment to change the official zoning map as required in Section 20 of the City of Boston Zoning Regulations to comply with the proposed zoning plan attached to the Redevelopment Plan. Application by the Authority for changes to the official zoning map will be made when all local, State and Federal approvals of the Redevelopment Plan and the Loan and Grant Application have been granted. Ownership of the property is not a prerequisite to filing an application; therefore a request to amend the official zoning map will be made prior to an eminent domain taking.

No other official actions with respect to subdivision, building, pulmbing, electrical and health (minimum standards for housing) codes or regulations are required to carry out the Redevelopment Plan.

2. **Facilities Outside Project Area**

Pedestrian overpass spanning Charles St. at Allen St.

Pedestrian overpass is needed linking the Project Area with the Charles bank Recreational Area. At the present time pedestrians crossing Charles Street, which is part of the Storrow Memorial Drive, are exposed to the hazards of fast-moving traffic.

In order to correct this condition, as well as to facilitate the flow of traffic in this area, the Metropolitan District Commission, which has jurisdiction over the Drive, has been asked to build the overpass described above. They have taken the request under advisement (see supporting letter).

This pedestrian overpass would be primarily of direct benefit to the Project Area and necessary to serve and support the new uses of land in the Project Area.

Other facilities outside the Project Area, i.e., MTA station and overpass, are now under construction.

Except for these, no other facilities outside the Project Area are necessary for the completion of the Redevelopment Plan.

3. **Identification of District Boundaries:** The following districts affect the West End Project:

a. **Zoning:** For a map of existing zoning, see the copy of map attached. For proposed zoning, see the Proposed Zoning Plan (Map), Map No. 3, Redevelopment Plan.

b. **Police:** The Project Area is a small part of Division 3, which covers all of the downtown area, including the North End, West End, and Beacon Hill. Division headquarters is located on Joy Street, across Cambridge Street, opposite the Project Area.

c. **School:** The Project Area is in the Wendell Phillips District, which encompasses Beacon Hill and part of the downtown area as well. This district presently contains three elementary schools. Also within this district but not as a part of it is the William Blackstone Junior High School.

d. **Fire:** The Project Area is located in District 3, which covers all of the intown area. Headquarters for this district is at Bowdoin Square, which is close to the Project Area. This district has three other stations within it.

e. **Public works:** such as sewer and water, cover all of Central Boston.

f. **Wards and precincts:** For voting purposes, the Project Area is in Ward 3, precincts 5 to 9.

4. Consultation with the City Planning Board:

In addition to the normal and continuous informal consultation with the City Planning Board, Massachusetts law requires that City Planning Board approval of the Redevelopment Plan is a prerequisite to State Housing Board approval of the Plan. The City Planning Board must examine the Redevelopment Plan with a view to finding that the Plan is based on a local survey and conforms to a comprehensive plan for the City of Boston as a whole.

5. Submission of Plan to Local Governing Body:

The Redevelopment Plan will be submitted to the Boston City Council for its approval as required by Federal and State law.

6. Public Hearing:

A public hearing will be held by the Boston City Council prior to their granting approval of the Redevelopment Plan. Public notice of the hearing will be inserted in at least one Boston daily newspaper at least once weekly for two weeks and at least ten days prior to the hearing. In addition, the Local Public Agency will distribute a pamphlet in the area. This pamphlet will inform the interested residents and owners of the time and place of the hearing and their right to be heard.

F. PROPOSED ADMINISTRATION FOR EXECUTING THE REDEVELOPMENT PLAN

1. Planning and Engineering Functions to be Performed:

a. Planning Functions: The technical planning staff will be required to examine the plans and specifications submitted by redevelopers to establish whether or not they comply with the Redevelopment Plan.

b. Engineering Functions: All engineering work for site improvements such as the design and detailing of plans and the drawing up of specifications will be done by private engineering firms. These plans will require the approval of appropriate city departments in the form of an authorized signature on the original set of plans of the following:

(1) Street and highway detail design;
(2) Sewer system detail design of separate storm and sanitary drains;
(3) Water service system detail design of both high and low service systems;
(4) Private utility system design, including gas, telephone and telegraph, and electrical distribution systems, will be done and paid for by the private utility companies involved. Other engineering work that may become necessary during the execution of the Plan will be carried out by private engineering firms under contracts with the Authority.

2. Type and Size of Professional Staff

a. Planning staff to inspect redevelopment plans

(1) Chief Planner
(2) City Planner
(3) Junior Draftsman

b. Engineering staff to guide the preparation of site improvement plans and to direct project developments.

(1) Project Engineer
(2) Assistant Project Engineer
(3) Senior Clerk

3. Functions by Other Units of Local Governments:

a. Metropolitan District Commission will, under a cooperation agreement, provide a pedestrian overpass from the Project Area across Charles Street at Allen Street.

b. City agencies: a cooperation agreement will be used between the Boston Redevelopment Authority and various city agencies to provide various site improvements and supporting facilities necessary to completion of the Redevelopment Plan.

c. The City of Boston will contribute any work or facilities built in or necessary to proper project development, including items a and b above, as non-cash grants-in-aid. Any additional requirement by the Housing and Home Finance Agency will be inserted in the cooperation agreements.

4. Agreements with Private Contractors:

All work to be performed for the Authority by private contractors during the execution of the Redevelopment Plan will be done under standard contracts between the Authority and the Contractor. Any changes requested by the Housing and Home Finance Agency will be inserted in the various contracts. Standard guide form contracts will be utilized whenever available.

5. Proposed Development Schedule:

Staging of redevelopment: Because of the size of this project, the relocation problem and the land requirements of the redeveloper, the Project Area will be developed in stages.

The Staging Plan will permit streets and utilities to be installed without disrupting service to families still residing in the Project Area.